

**JUNE 1991** 

20p

## RVISTS TO MAKE A COME-BACK

TWO-year engagements in the regular naval forces are being introduced for ex-regular sailors now with the Royal Fleet Reserve, former members of the WRNS and QARNNS, and members of the naval reserves.

Offers of engagements, which it is understood will be on a limited scale, will be on a selective basis for people with experience in some of the current shortage categories, but

these have not yet been specified.

Neither have the rates required been listed, although the minimum rate involved will be able seamen or equivalent.

Members of the RFR and former members of the WRNS and QARNNS will re-enlist in the rate at which they left; those selected from the RNR, WRNR and QARNNS(R) will enter regular service at their present reserve rates.

ferms and conditions will be the same as for other regulars,

except that during the two-year engagement they will not be eligible for advancement. However, they may apply at any time to transfer to the Open Engagement.

Ex-regulars must be under age 45 on re-entering and must have left regular service not more that three years before time

of application.

Full details and application procedure are spelt out in DCI(RN) 110/91.

BRITISH relief forces have been operating along a 40-mile stretch of devastated Bangladeshi coastline, with helicopters from the supply ship RFA Fort Grange lifting up to 50 tons of food and equipment daily.

The ship's four Sea Kings and six Rigid Raider boats manned by Royal Marines are operating intensively to ferry supplies and relief teams to otherwise inaccessible

areas, writes Anton Hanney from the Fort Grange.

# eadline

AN UNBROKEN se ntinues with the winning s year by Navy News of ir awards in a closely-

r papers published in

The successful colour picture had previously been a winner in the RN

The competition, or-snised by the British As-ociation of Industrial Edinewspapers and maga-zines, both internal and ex-ternal, and attracts entries

### Although a small force, it has impressive capability. Typically, each helicopter can lift a ton of stores 150 miles in two hours, while a similar load can be shifted rapidly up silted rivers by shallow-draft boats.

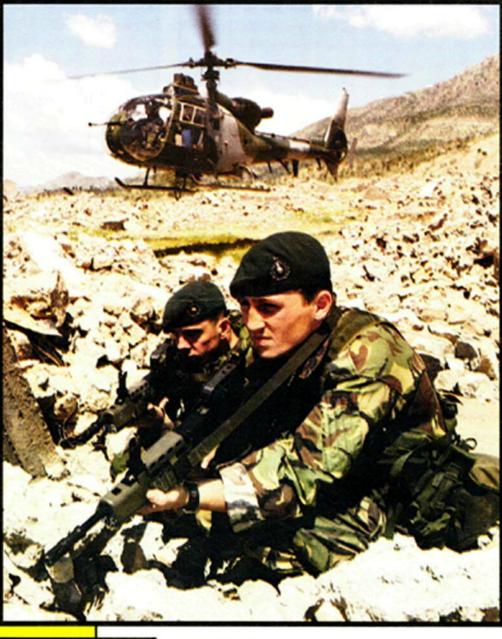
More than 200 British perhard than 200 British per-sonnel are taking part in what has been dubbed by the mili-tary "Operation Manna". They are working closely with Bang-ladeshi, US and other relief organisations organisations.

## Caring for the Kurds

Right - Mne Philip yers (left) and LCpl Tony Walker with 3 Cdo Bde Air Sqn in Northern Iraq.

Below - Surg Cdr Alastair Miller, from RNH Stonehouse, Plymouth, examines a Kurdish child





## Big nose job for

THE carrier HMS Illustrious, which has been in "preservation by operation" at Portsmouth for two years, left under tow in May for her planned major refit at Devonport, due to begin in July.

The modernisation package is scheduled to last more than two years and include raising the ski jump angle, increasing aircraft capacity and allowing use of the newest version Sea Harrier.

It represents the largest and most complex update package

undertaken by Devonport Management Ltd.
Meanwhile, returning to Portsmouth this month — for the last time as an RN ship — will be the Type 82 destroyer HMS Bristol. A veteran of the Falklands conflict, she has more recently been busy as the lead Dartmouth training ship. Her future after decommissioning has not yet been announced.

Minerva crushes cans for cash

STRIKING a crushing blow for charity are LRO Warren Stone (6ft. 8in. tall) and RO Scotty Hannen (5ft. 3in. short) who have been recycling drinks cans to swop for cash.

During the Minerva's spring deployment with the Dartmouth Training Squadron each mess saved their empty cans in separate gash bags which were then collected and crushed using a compact bulkhead mounted crusher.

Over 12,000 aluminium cans were collected and passed on to a recycling firm in exchange for cash which will be denated.

to a recycling firm in exchange for cash which will be donated to the King George's Fund for Sailors, the ship's Welfare Fund and a charity in the Minerva's adopted town of Salford.

MOD officials are now considering introducing the major recycling scheme in all RN ships.

Picture: LWREN Thomas.

## COME ON DOWN



DECKED out in crash helmets and safety ropes 11 members of the WRNS unit in Naples abseiled down the building of the Commander-in-Chief Southern Europe (CINCSOUTH) to raise £680 for Comic Relief.

Pictured before the event are, top, LWREN Elaine Winstanley; middle, WREN Angie Darnell, LWREN Carole McMurtry, Lieut. Suzanne Davies, WREN Sharon Davies, LWRENS Andrea Hart and Maggie Martin; bottom, LWRENS Alison Watt and Mia Harnet and WRENS Tara Carty and Jo Cook.



M.S. MINERVA

## Keep on truckin

A TEAM of nine officers and ratings representing HMS Nel-son (Gunwharf) took part in the Arlington Lord Mayor's Truck Pull Challenge, defeating 18 other teams from the Portsmouth area.

The team pulled a 17 tonne truck 100 yards in a time of 24.51 seconds to win the trophy and raised £180 for the Lord Mayor's Charity.

## Helping Hands



village

Ariadne's

weight

watchers

IT was eggs-actly what the doctor ordered . . . a "slim-line" tonic for children at

Scunthorpe General Hospital provided by CPOs Ken Snape and Steve Thomas.

CPOs Snape and Thomas, who serve in HMS Ariadne, took more than a weight off their minds when they em-

barked on a sponsored slim.

They lost a combined total of 70lbs and raised £505 to buy

Members of HMS Glasgow's ship's company also provided Easter Eggs for the children's hospital in their namesake city by raising money in a spon-sored bed-push. Cooks on board the Type 42 destroyer decided to combine their talents and make a giant

The volunteer Cadet Corp from HMS Dryad gave a help-ing hand during Britain's National Spring Clean week.

Together with their instructor PO(S) Nigel Smith, the ca-dets managed to collect 30 bags of rubbish from the countryside around HMS Dryad and the

egg for ward 7A.

neighbouring

Easter Eggs for local children. 



## Navy shapes up



gium, had something to smile about when six junior ratings, dressed as clowns, were seen wandering the corridors of power selling red noses for Comic Relief.

Deputy Assistant Chief of Staff (Ops) Rear-Admiral Michael Morre, pintured control was

Admiral Michael Moore, pictured centre, was persuaded to part with his hard earned cash but fared better than his colleagues, Capt. Alan Johnson and Brigadier Charles Ritchie, who

THE international community at SHAPE, in Bel- were kidnapped and handcuffed to the railings In the main entrance until a ransom was paid for their release.

> During the evening a disco was held in the British Bar and the SHAPE Comedy Review Team, made up of predominantly RN personnel, treated the audience to a few sketches from

In all, the days events raised £1,950.

## RNLI ON THE ROAD

COMMUNITY-minded artificers from HMS Sultan have modified a publicity caravan for the Royal National Lifeboat Institution.

MEAs Nick McNally, Leon Ball and Tyrone Sinnamon were originally asked to refurbish the old caravan but found it beyond repair.

However, thanks to £400 from HMS Sultan's charity fund and Chichester Caravans, who gave them a vehicle cut-price, the Tiffies were able to complete their project.

RED noses — and doubtless cold ones too — were the order of the day as Sea Survival course members donned the appropriate protuberances for Comic

The fund-raising effort at Horsey Island, Portsmouth, produced more than £100, and among those pictured are course staff who organised the event: LA Alan Carr, PO Rob Robertson, NA Cassford-Patterson and AB

Picture: LA(Phot) Bob Moir.

Crawford's

a Cornish

## First Sea Lord's green blue print for the future

# Warming to a global police

The Navy may soon take on a role as a "world policeman" — defending the environment as well as Britain's interests at home and overseas.

First Sea Lord Admiral Sir Julian Oswald is calling for a change in direction to offer an environmental security service as a back-up to the current international scientific effort exploring the likely results of climatic change.

## Special matinee offer

BLOCK bookings of free tickets for Gulf War service families for a matinee perfor-mance of the Royal Tournament on July 10 are available on application by the commanding officers of the units concerned from Kate Eastwood, the Royal Tournament Office, Wellington Barracks, Birdcage Walk, SWIE

6HQ.
They will be allocated on a first come, first served basis.

THE Mosquito Aircraft Museum, in Salisbury Hall, Herts., celebrated the 40th anniversaries of the first flights of the de Havilland Sea Venom and Sea Vixen during their Naval Air Day.

THE PRINCESS ROYAL, with her two children. Peter (13) and Zara (9), braved cold and blustery weather when she made a return courtesy visit to HMS Amazon, the ship she launched back in 1971, taking passage from Portland to Portsmouth.

THE BISHOP of Monmouth, the Rt. Rev. Clifford Wright, who served as an RN chaplain for 17 years, was the guest of honour when he opened the newly-refurbished RN Auxiliary Service training unit in Newport, Gwent.

HMS Palatine (Preston) has won the RNR communications competition, the Duffy Trophy, hosted by HMS Sherwood.

THE MAYOR and Mayoress of Lancaster, Cllr. and Mrs. Harry Towers made the journey to Yarrow Shipbuilders on the River Clyde to visit the new Type 23 frigate HMS Lancaster.

AT the reunion of the HMS Victorious (1941-45) Association, held at RNAS Yeovilton, a painting of the aircraft-carrier by artist Stanley Rogers, an extending Tollows Leading Telegraphist, was raf-fled, with the proceeds of £227 being donated to the Arctic Campaign Memorial Trust.

FIFTY years after HMS Lance was commissioned from Yarrow's shipyard in Glasgow, on April 23 1941, a group of 14 officers and men, led by the ship's first First Lieutenant, Sir Godfrey Style, made a sentimental return to the yard.

In a paper presented to the Global Security Programme at Cambridge University, to be published next year, he says the sophisticated equipment carried in modern warships could also help with the global occan-ographic survey measuring sea

pollution.

Armed forces might be required to act under the banner of the United Nations in poten-

tial sources of conflict pro-duced by pollution, as well as by drought, crosion and the de-pletion of fish stocks — there was rising concern that agreements on quotas were being ignored

By shouldering these responsibilities in the post-Cold War era the Royal Navy would be returning to the scientific traditions that promoted the

without weakening its purely

defensive functions.
"Environmental and traditional security concerns are now explicitly interwoven," he concludes.

"The navies of the world are well placed to take on a limited role of world guards to police

## — and forging a bond with PARLEZ-vous, Fran-FAMS

glais? It helps when you're sent to work in Paris as a member of an international

Such a project is FAMS, an area air defence system currently under development for use by the European navies of the

next century.

In Britain's case it will take over from Sea Dart when the Type 42s reach the end of their operational lives.

During the feasability study

phase the project office was based in Madrid, but the deci-

sion to ask France to act as host nation for the project definition phase prompted a move to Fort D'Issy on the south-wes-tern outskirts of Paris. Here work is carried out —

in English, Spanish, French and Italian — within easy reach of the French Ministry of Defence Missile Directorate HQ and the offices of EUROSAM, the lead

contractor. The office is also colocated with the other European AAW project — Famille de Sol-Air Futurs — office.

The formal opening of the Paris office was conducted jointly by Vice Admiral Sir Robert Hill, Chief Above-water Systems Executive, and General Penaranda, his Spanish operal eral Penaranda, his Spanish opposite number.

## £50,000 for **Navy sport**

A cheque for £50,000 from representatives of the board of Lamb's Navy Rum for sponsorship of Royal Navy sport has been presented to CINCNAVHOME, Admiral Sir Jeremy Black, at a ceremony in HMS Victory.

The money, the second instalment of a three-year sponsorship by Lambs, will this year go towards Navy soccer, rugby, hockey, swimming and golf, with a proportion also going to sailors serving in the Gulf and in the Falklands.



cream cracker! MISS County of Cornwall is now Miss HMS Cornwall, too, — well, the Type 22 frigate's commanding offi-cer, Captain Paul Brans-combe, was on the panel of judges so it was a title she could hardly refuse . . .

Donna Crawford (18), an A-level student from Praze, near Truro, flagged away the ship's company as they took part in the ancient "beating the bounds" ceremony around the county.

Two teams covering the north and south coasts colected money for cornish charities as they ran in relays to Land's End.

● Left — HMS Cornwall's Ship's Company at the affiliation ceremony at Truro in which the ship was formally adopted by her namesake

The illuminated scroll was presented by the Chairman of Cornwall County Council, Mr David Roberts. The old system of Fleet Air Arm drafting, the Block Draft Nucleus, has finally gone with the ending of the Daedalus BDN at the end of last year. The ending of the BDN will allow you to choose more specifically the drafts you want and allow Drafty to plan your career more accurately.

It also allow establishments to account for their manpower more accurately which is now a requirement with the New Management Strategy now in force.

In particular there is now no reason why you can't submit a C240 to move from one unit at an Air Station to another e.g. 707 Sqn. to 899 Sqn. or 706 Sqn. to 771 Sqn.

Don't forget however that Drafty now has the final say with Second Line drafts from one unit to another within the same establishment, in the same way as for Front Line drafts.

## Anticipating your move

Although the vast majority of Fleet Air Arm personnel is 'in preference' it is an unfortunate fact of life that some have to be drafted to non preference drafts.

We try hard to keep you in your preference area but sometimes, particularly as you become advanced or promoted, there will be times when you have to be drafted 'non preference'.

It is worth keeping this in mind, so before you buy your new house or start civilian courses, consider where you may be on the Sea Roster, or if you are due advancement or promotion soon.

Check through your DO, what Drafty has in mind for you, particularly if you haven't finished your course yet or because you can't sell or rent out your property.



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	*Choice of embroidered co per 3 lines, space cour	ploured Jumpers, dk/lght blue, red. no more than 12 letters nts as 1 letter eg, love daddy, love phil, mary's teddy.
	WINSTON BEAR	Beige/Gold, jointed (D/Blue*) 19" high £27.80
ı	WINICTON DEAD	Cald injured (D/D t D Dadk) 14" high C10 05 4

JOY'S ROSES AND TOYS, Flamingo, Bas Capelles, St Sampson Guernsey, C.I. Telephone: (0481) 46708, Fax (0481) 43406

## Shelf-life two years

You may have noticed that the C240 was revised in February 1990.

February 1990.

Fundamentally the format of the form is similar to its predecessor, but there are now boxes for signatures and Drafty is provided with a box to tick in answer to your application.

on the case but it's now written on the form.

The C240 is a vital drafting.

The C240 is a vital drafting.

The C240 is a vital drafting tool for us so don't forget that it stays alive for two

years.

If you decide later that you no longer wish to be considered for the Draft or Course you applied for then you can resubmit a C240 cancelling the existing one.

the existing one.

If you can't remember what you applied for then ask your DO who should have the information. If not he can ring us and enquire



## Getting it all back together

AS we go to print Operation Granby is drawing to a close. Many will have been affected (some more than others) by the turbulence to the manpower scene created by the Granby requirement.

Pier Head Jumps and Short Notice Drafts have in the past become all too frequent and we are now in the process of reverting to the pre-Granby norm. Putting the jig-saw back together will take a little time; however this will be done as quickly as possible.

The main bulk of this work involves the disbandment of 848 Sqn. and the correct complementing of 845 and 846 Sqn.; also the formation of 826 E Flight.

## **NM Drafty** takes to the air . . .

## Controllers needed

The Aircraft Control Branch continues to grow, although not at the moment as fast as we would wish.

Therefore, we are still relying heavily on Aircraft Handler ratings with an ATC Adqual, and Ops(R) ratings. Volunteers for sideways entry are urgently required. So if you fancy a change to a new Branch with good advancement prospects, why not contact Lieut.-Cdr. Brunwin at RNAS Yeovilton extension 5236 or apply in accordance with BR1066.

## Kings of the road

If you have set your sights on becoming an HGV driver, you should be aware that the rules and categories have changed, in order to bring them into line with the rest of the European Community.

The changes were effective from April 1, 1991 and details were published in DCI JS 118/90, entitled "European Community Model Driving Licence".

Prior to the changes, it was possible to undergo an HGV2 course without holding a Civilian Driving Licence. Now however, it is necessary to hold a substantial light vehicle category B licence (or a Civilian Driving Licence) with a minimum of one year's experience.

Ratings for whom an HGV2 licence is required, are now being drafted to course to obtain a a LVC B licence.

A slight "bonus" exists for personnel who held an HGV3

A slight "bonus" exists for personnel who held an HGV3 licence on March 31, 1991; they are now eligible for a Category C licence which allows them to drive any size rigid goods vehicle (i.e. the old HGV2).

## Commando crewmen — hang on!

Long live the Commando adqual! Despite the advent of an all ASW Branch, there are many who will be aware that Op Granby placed a heavy demand upon those Aircrewmen of the Commando persuasion.

Quite often, one of the easier aspects of drafting is providing ratings at short notice for an operational requirement. The difficult part is trying to revert to normality after the event. Inevitably, with so many Aircrewmen chasing relatively few billets at Yeovilton, there will be some unknown customers.

If you happen to be one of the unlucky ones, we will try to get you back into preference as soon as

## Sign of the red X

You will all appreciate the importance of the DPC, without it we don't know where you want to go.

Five months before you are due off Front Line we nominate your relief by Draft Order. That is the signal for you to submit a Red Cross DPC. The red cross indicates to us that you are returning from Front Line. We then try to satisfy your request.

Three months before you leave Front Line we then send you a draft order. If you have not submitted your RXDPC within the two months then you will be less likely to get your first preference.

Obviously the longer you leave it before submitting your RXDPC the less likely you are of getting your preference, so get them in to Drafty quickly!

### New form

The existing DPC is soon to disappear and be replaced by a Drafting Preference Form — a General Service DPF has been available to the Fleet for sometime and there are a couple of amendments necessary.

Once these have been finalised then the Fleet Air Arm DPF will hit the streets, having taken advantage of the response to the General Service DPF.

The DPF will be more up to date, hopefully easier to use, for both you and us, and it should provide us with more accurate information on your requirements.

## The Fleet Air Arm— Drafting Team

Drafting Commander, Warrant Officer Appointer — Cdr Mike Burnett (ext 2125).

Office Manager, Ships Flight Co-ordinator — CAEM(R) Dave Bows (ext 2144).

Drafting Officer Technical Ratings — Lieut,-Cdr. John Barclay (ext 2121).

M Trade Senior Ratings — POWTR Dave Mullett (ext 2124).

M Trade Junior Ratings — LWREN Tracy Evans (ext 2124).

WL/R Senior Ratings — POWTR Mick Jobling (ext 2123).

WL/R Junior Ratings — LWREN Kirsten Boorman (ext 2123).

Drafting Officer Non-technical Ratings — Lieut,-Cdr. Roger Grove (ext 2049).

Non-technical Senior Ratings — POWREN Bridget Beale (ext 2134).

Non-technical Junior Ratings — LWTR Simon Jay (ext 2134).

## **User-friendly orders**

The Warning Out Draft Order details the courses and training required for Senior Rates before they join their Front Line unit.

The present form seems to be difficult for DO's and AEO's to fill in and a large proportion of those returned to us are incorrectly completed.

A revised form has been produced which is easier to understand, less complicated and hopefully, easier to complete.

The form is currently being distributed to the Air Stations for assessment before replacing the existing form.



Particalla Dept. NN, Ferry Works, Ferry Lane Shepperton-on-Thames, Middlesex TW17 9LO

## Fort-ifying the



POSTCARDS of Ships of the Royal Navy are obtainable at 50p each (minimum order £1.50) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £5.50, and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.

## Facts and figures

Pennant No A385. Displacement: 23,384 tons. Length: 184m. Beam: 24m. Speed: 22 knots. Range: 10,000 miles at 20 knots. Builder Scott Lithgow Ltd, Greenock. Commissioned: April 6 1978. Main machinery: Sulzer RND90 8-cylinder diesel engine, 23,200 bhp, one shaft, bow thruster. Cargo capacity: 3,500 tons armament, naval and victualling sores in four holds of 12,800 cubic metres. Complement: 243 officers and ratings: 180 from the Royal Fleet Auxiliary Service, 18 from the Royal Naval Supply and Transport Service and 45 from the Royal Navy.

## Arms and the woman



AIMING to forge their careers amid the modern weaponry of the Fleet — from pistols to missiles — are Wren (Missile) Kerry Pannell (left) and Wren (Missile) Jo

They are the first Wren ratings to enter the previously male preserve of naval gunnery and have successfully completed their branch course at HMS Cambridge.

Both carried out their basic training at HMS Raleigh before moving on to the seven weeks training at the Gunnery School. There they got to grips with small arms, ceremonial training (the ways of the parade ground are a traditional forte of the Missile Branch), and ship-borne weapons systems.

Jo and Kerry have been drafted to the Type 22 frigate HMS Beaver, which they will join in the summer.

## The RFA

THE Royal Fleet Auxiliary Service is a civilian manned fleet, owned and operated by the Ministry of Defence. Its main task is to supply warships of the Royal Navy at sea with fuel, food, stores and ammunition, which they need to remain operational while away from base.

It also provides aviation support for the Royal Navy, together with amphibious support and secure sea transport for Army units and their equipment.

Part of the Royal Naval Supply and Transport Service, the RFA is managed from London by the Director of Supplies and Transport (Ships and Fuel).

HAVING served in the Gulf from September 1990 and replenished ships involved in the Gulf Conflict, RFA Fort Grange did not return home but set off for another of the world's trouble spots — Bangladesh.

lungry



Currently involved in the cyclone and flood relief work there, this Royal Fleet Auxiliary Service Fleet Re-plenishment Ship is oper-ating with personnel from Royal Naval Air Squadrons 826, 845 and 846.

For her mercy mission she is carrying four Sea King helicop-ters, six Rigid Raiders, medical stores, food and equipment to help victims of the natural dis-aster. Twenty Royal Marines are embarked and a naval medical support team.

RFA Fort Grange and her sister ship RFA Fort Austin are designed to replenish warships abeam with naval, victualling and armament stores whilst underway.

They are able to do this any-They are able to do this anywhere in the world and to operate, if necessary, in a nuclear environment. The helicopters they carry also enable them to supply by air. The ships are especially well equipped, with a large flight deck, an auxiliary landing platform and generous hangarage allowing a maximum hangarage allowing a maximum of four embarked Sea Kings

The carriage of this number of aircraft in one hull adds considerably to the assets of a na-val commander and Forts Grange and Austin invariably

have key roles to play RFA Fort Grange, the first ship to bear the name, was completed in 1978. Both she and the Fort Austin are named after the British south coast forts built during the Napo-

leonic wars.

In 1982, midway through an extensive refit, work was speeded up to enable her to support the Falkland Islands Operation.
She was quickly loaded and joined the main battle group on May 14, supporting the Task Force for the remainder of the campaign and earning a Falkland Islands battle benough

land Islands battle honour. The Fleet Replenishment ships are fitted with an eight cylinder Sulzer diesel engine capable of delivering 23,200 bhp to a single propeller. A bow thruster unit is also fitted and both thruster and engine can be remotely operated from the centralised machinery control room or the bridge.

Cargo handling is achieved by forklift trucks, pallet trans-porters, electric lifts and six electric cranes. These cranes. three 10-ton and three 5-ton, can reach all four of the ship's

Stores are moved primarily on pallets along a "Clearway" enabling rapid movement of stores to all replenishment points and the flight deck lift.



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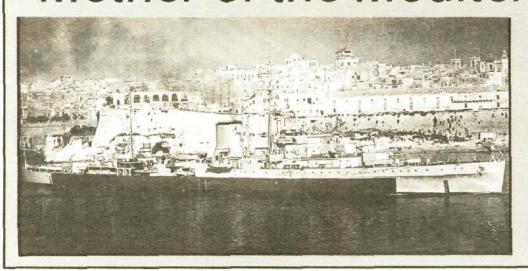
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## Mother of the Mediterranean remembered



FIFTY years after the evacuation of Crete, the role of HMS Orion in that operation deserves to be underlined.

This cruiser was known as the "Mother of the Mediterranean" — for she proba-bly did more to regain control of those waters than any other ship, taking part in operations through Matapan in June 1940 to the landings at Salerno and An-zio and the relief of Greece at the end of

At the end of May 1941 we sailed with Rear Admiral Rawlings from Alexandria to Heraklion. We were dive bombed all the way there and on the way back our Captain was killed and the Admiral wounded. We lost 260 killed and 280 wounded and when we put into Alex again we had only two rounds of main armament left and ten tons of oil fuel.

From May 14 1943 to May 8 1945 the

Orion fired 12,068 six-inch rounds in shore bombardments — more than any other ship in that period. And at D-Day it was the Orion — not HMS Belfast — that fired the first shot.

I think also that on April 26 1945, near Genoa, she carried out the last bombardment of the war in Europe.

There are 150 of us in the HMS Orion Association who remember her with pride - and there must be a lot more out there who share the same memories.

— S J Dolman, Spinney Hill,

Northampton.

Left HMS Orion at Malta in 1945 when Winaton Churchill stayed on board, preparing for the Yalta Conference.

## Roll of honour at Bismarck battle

WITH the anniversary of the sinking of the Bismarck, I am anticipating the customary recounting of the names and histories of the cruisers and capital ships involved in the action.

I would like, then, to present to you the ships infrequently mentioned and most often not named who were closely en-gaged with Bismarck from dusk on May 26 until her sinking during the forenoon of May 27.

These included HM ships Cossack, Maori, Sikh and Zulu, together with the Polish de-stroyer Piorum.

I commend to you these ships which were actively engaged at historic moments dur-ing this spectacular night of atrocious weather. — W.J.R. atrocious weather. — W.J.R. Dite. Ex-Zulu. Compton, Plymouth.

LET us remember with pride

ing of that great ship the Bis-marck 50 years ago and remem-ber chiefly our shipmates who died and those who were severely injured.

I feel proud that I can say "I was on board King George V as Officers' cook Packham, a minor member of the CINC's Staff, Home Fleet."

I held that job on the Staff until my demob in 1946. Even after all these years I feel proud and privileged to have served in those great British-built ships, and remember the many fine fellows I met and made my friends. — **B. Packham.** Duck lington, Witney, Oxon.



## Letters



## 'Wild West' wants byte of the appl

READING the item (April) about the Royal Navy's Interactive Video Learning Centre, it is obvious that the planners and powers in the centre have again considered all areas of the United Kingdom, with the exception of the West Country, including the South West.

Perhaps working and living in the Bath area, along with over 200 other Royal Naval officers and some senior rates, is considered all that is required and privilege enough for effective and efficient working

Current practice dictates that nearly all Service personnel, along with the over 5,000 MOD Civil Servants in Bath,

must use a computer in one form or other, whether it is a personal computer or a main

Although several directorates operate unique Information Technology Training schemes. the value of these schemes is often reduced by lack of time for the trainees to take full advantage of the schemes due to pressures of the tasks they are already performing and the schemes being restricted — usually by finance — to set lengths and syllabii for the mean and not the individual. Introduction of the Interac-

tive Video Learning Centre will allow the individual to progress at his own pace in the aspects of information technology most suited to his own needs. As the article states, the training is free and it must present the ideal "value for money" solu-tion which is current Ministry

All the above was probably extremely parochial as a small part of the Plymouth Command. However, it is considered that those real British natives in the South West, with a

greater proportion of Service personnel deserve equal treat-

ment as other commands.

Are those serving in the "Wild West" to be left in the information technology wilderness while the rest of the country races ahead in modern business techniques, or do we have to wait for the collocation of all the Ministry's Procurement Executives in Keynsham in 1993? — N.O. Rayner, Lieut-

Cdr. Ship Refitting Department, Bath.

Responding to the points made, the Directorate of Naval Information Systems said many bookings at HMS Col-

namy bookings at Tims cor-ingwood had resulted from the Navy News item.

Turning to the question of the "Wild West", the reply con-tinues, "At first glance it does appear that, apart from Plym-outh and Bath, the Navy is reaouth and Bath, the Navy is rea-sonably well covered by centres elsewhere. But there is light on the immediate horizon for Bath, in so far as money is available NOW. "DGITS (Director General

Information Technology Systems), who will fund this

centre has confirmed that he can place a contract within two months of being offered a suitable room in Bath. In fact, DGITS's representative has been trying to get a suitable room in Bath for over six months. Unfortunately, space is at a premium in Bath, but until someone is prepared to offer-up suitable accommodation (and we know efforts are being made in Bath) there is little we can do from here.

"DGITS is responsible for setting-up the centre in Ports-mouth. It has been funded from the Navy's training budget. We selected Portsmouth as our first centre, because that is where most of our people are located. In addition, many more Navy

people 'weekend' to the area.
"If, as we hope, this form of training — which is new to the Services — proves a success, DNIS will examine the case for an IVLC in Plymouth. How-ever, as always, finding the funds would be difficult, but we

did so for Portsmouth.

In short, if the utilisation rate of the centre at Portsmouth is continually high, then the financial case for a similar facility in Plymouth will be

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GROUP

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that the old Foudroyant is to be re-named Trincoma-

This brought back many memories for me as I was a Wireless Operator for two years in Trincomalee during the war — a time I really enjoyed in spite of the sunburn, bugs, mos-quitos and baboons.

When I came out of the Wrens I became CO of a GNTC Unit in Manchester and in the late '40s and early '50s several of my cadets enjoyed holidays in the Foudroyant.

I am delighted to see that the GNTC is now amalgamated with the Sea Cadets, and find that girls I see around maintain the smartness associated with the Wrens and my cadets of years gone by. — S. Hamnett. (nee Sheila M. Wall, Ldg. W/Tel). Colches-

## DEGREE OF SUCCESS FOR ENGINEER

SOME comments are due on G.F. Moore's letter before the matter of engineering qualifications is buried.

The Chartered Engineer (C.Eng) and the Incorporated Engineer (I.Eng) grades are available to all those who can achieve the respective academtraining and experience

It is true that I.Eng is appropriate for some non-commis-sioned, as well as commisas commissioned, ranks in the Services However, the same cannot be said for the C.Eng grade, since the minimum academic level is an engineering degree from a British University, or equivalent — and the training and experience requirements are at higher professional levels.

In the normal course of events any serviceman on the C.Eng route should have been commissioned by the time he achieved the required academic level - that is, some years before being chartered as an engineer. — J.R.B. Hinton, MCGI, C.Eng, F.Inst. M.C., F.I.Mfy.E. F.Inst E. (Ex-RN Electrical Artificer). Leigh, Sherborne,

REGARDING REGARDING "Engineers ca-reer change" (April), although I am often confused by the mul-tiplicity of designations or rat-ings in the modern Navy. I had thought that the level of technological training and know-ledge as reported in Navy News suggests that, rank for rank, to-day's "Tiffy" would be superior to that existing during my era, 1939-49. In which case the sug-gested registration bands with the Engineering Council are

pitched too low.

I left the RN in 1949 as a CPO Mechanician I with a general charge certificate and qual-ified for Warrant rank, but with no subsequent formal study I can sign my self — J. Dalley, I.Eng., M.I. Plant E., M.B.E.S. Witham, Essex.





## Letters



## Pay plan still on ice

I DON'T know about the rest of the Fleet, but here in Devonport there are rumours flying around about a standardised pay system.

These are to the effect that at some time we are all going to be paid on the basis of a 30-day month, with a 35-day month in

cither November or December.
This rumour has produced a satisfactory response from everyone who has heard it and it does, on the face of it, seem a very sensible idea. It would provide not only continuity of pay and a rather nice little bo-nus at Christmas, but would also remove the 28-day month hated by so many people. K. Thomson. HMS Defiance.

 This suggestion was put forward in a Navy News letter last October but, we are told, any stories of its imminent implementation are wrong.

It is understood that a study involving comparisons of the payment systems of all public servants, including the Forces, may take place — and could take a considerable time. But it was not the suggestion of more was not the suggestion of pay-ment on a 30-day basis which sparked off this study plan and whether it would be incorporat-ed in any proposals remains to

## **Ideal** home

THE Warship Preservation Trust are hoping to preserve the former HMS Whimbrel and she would be the ideal monument for those who fought in the Battle of the Atlantic, Russian Convoys, D-Day and the

Far East.
The ideal berth would be Liverpool and she could form part of their Maritime D. G. Love. Ex-Museum. RNVR, Chorleywood, Herts.

# NO SEX PLEASE **WE'RE** BIASED

I REGRET that I am no longer able to ignore the considerable extent of unfair sexual bias that has been adopted by your otherwise excellent journal in recent months.

When the announcement that women will serve alongside men at sea in the Royal Navy was made, you quite correctly reported the facts to your readership. It is to be regretted that since then you have taken every opportunity to further their cause by publishing monthly articles which portray women as if they now play a greater role in our professional lives than is actually the case.

While I have no desire to restrict your cover-

While I have no desire to restrict your coverage, it is perfectly clear that many of your articles, particularly your headlines, give the impression that our ships are now manned and operated solely by women. The most recent example, of many, is your headline "Wrens fight inferno" (HMS Brilliant in the Gulf). What about the men involved (almost certainly in the majority), don't they deserve equality in your reporting? It is not until we read on that we find a mention of the token

man in your story.

My request is not for you to restrict factual reporting of women but simply that you give credit when and where it is due to both sexes.

Surely the fact that a female manages to complete a task successfully undertaken by generations of young men over the years does not warrant her any special attention. That is reverse discrimination, unfair to the men and

condescending to women.

The time to give them headline coverage will be when they achieve in their own right and not while they are simply emulating men,

as is now the case. It was stated quite clearly by the MOD that the women would enjoy the same conditions of service as the men. Navy News needs to follow the same guidelines! C. V. Tozer, Lieut-Cdr. HMS Collingwood.

 Our correspondent is, of course, entitled to his views on the contribution now being made by members of the WRNS — and on our cover-age of it. On the question of the HMS Brilliant story, however, perhaps he misses the point that headlines, aimed to catch attention, don't necessarily tell a whole story but often high-

light the unusual — or unique.

Over the years Navy News has carried countless stories of sailors involved in fire-fighting. When Wrens take part in such duty for the first time since starting to serve at sea, isn't an inside-page headline justified? Particularly when the story makes perfectly clear in its third sentence that the commanding officer had said: "My men and women were all equally involved, acting in teams ..." — Editor. 

THERE is increasing evidence, both in your paper and in the national press, that the Wrens at sea scheme is working. I am sad to relate that there is also evidence that the Wrens are not truly pulling their weight, in the

literal sense.
I refer to the photograph of the RAS on to the photograph of the HAS of the board HMS Invincible in your April issue. The two seamen are correctly standing sideways to the rope, as for a tug-of-war or seaboat recovery. The ladies are facing forward and

pulling with their arms and a bent back.

Maybe the old-fashioned seaboat drill in the Smy. Cdr. DGUW(N), ARE Portland.

Overheating' caused Natal explosion

I WAS interested in the letter from Fred Turgoose (May) on whether HMS Natal was lost through accident or sabotage. The war memorial at Maxstoke Church in Warwickshire is dedicated to Capt. E. P. C. Back, of HMS Natal, and Violet, his wife, who perished with him when the ship blew up on December 30, 1915. Capt. Back's father was vicar of

I have had correspondence with the late Capt. Stephen Roskill, the naval historian and a distinguished gunnery officer, and also with the Naval Historical Branch of the MOD. Both were satisfied that the explosion of the after-magazine was due to the overheating of the compartment and impurities in the cordite - and that this was the cause of similar accidents in the Vanguard and Bulwark.

Capt. Roskill, who had full access to German naval archives, could find no evidence of sabotage or a German connection with these incidents.

The Admiralty file on the Board of Enquiry on the loss of Natal should be open for public inspection in January 1992 under the 75-

Older readers of Navy News may recall the custom whereby HM ships passing the buoy marking the wreck in Cromarty Firth sounded the "Still" and everyone on deck stood to attention.

The wreck was blown up fairly recently — the detonation of the

torpedo warhead magazine produced a noble bang after being underwater for some 70 years. Some readers may have seen it on television. — C. B. Fetherston-Dilke. Capt. (retd). Maxstoke, Coleshill, Birmingham.

## RNA must turn blind eye to survive

ments recently transferred to the pages of your excellent readable newspaper concerning the merits and technical problems associated with the accommodation in member-ship of personnel from the Royal Naval Auxiliary Service within the ranks of the RNA, I trust you will allow me to add a few thoughts.

Of course these excellent, volunteer, souls should — and no doubt ultimately will be — admitted with open arms by a body which claims a "special relationship" with the Royal Navy as the principal organisation catering for the serving and ex-Service naval forces

National advertising has re-ferred to the RNXS as part of the UK "Reserve Forces." Unfortunately when this was raised at the RNA National Council, the fact failed to register recognition. But then Council as presently constituted seems to fail to understand the need for change, the relation-ship between staidness and fall-ing membership, the responsibilities of its own good self to

Perhaps this is why, when we are all exhorted by the President to "spread the good news," there is so much silence. Mind you, when all but one elected National Councillors are returned unopposed for two more years (as this year), why should they act? Perhaps the MEMBERSHIP

should consider a few points, and think through the ultimate choice. Do they want an ever-decreasing "true blue" RNA which will die on its feet once we clear the ex-war bulge. Or would they prefer to secure the future of a wider-based realistic association capable of providing the wherewithal to survive another 40 years? I do not real-ly think anyone would openly sanction breakage of the rules, yet the time might come when to turn Nelson's eye is to survive is acceptable.

I am aware of an RNA Area Secretary asked to resign when it became known that he was

not ex-Service at all!
As was recently pointed out to me (by a loyal RNXS member keen to be accepted into the Association which he considers to be claiming to be for his kind; yet not wishing to become a cheat): What would happen if an RNA branch, at local level and without reference to anyone, decided to enrol "nonqualified" personnel at its
discretion?

Who would check? Who
would know? Who would

For my part, and as I am sure would be corroborated by a recent correspondent. I know lots of people who are deemed, by current RNA rules eligible for full membership who have not served a day at sea in their lives, or who, in their six months' "qualifying" service, have perhaps attended at an RNR division three or four times. Who is kidding whom? (And yes, I did serve in the RN, long before I joined the Royal Naval Reserve). — Maurice Bankhead, RNA Shipmate and a former National

mate and a former National Vice-Chairman, still active at Branch, Area and National lev-els, Gilford, County Down.

## Stamp of approval

THE letter "Licking the U-boats" (April) from Mr. J. Nicholas is most timely, and I hope his views may be conveyed to the Post Office.

Let us not forget, however, that the ships and the men (and women) of the Merchant Naw.

women) of the Merchant Navy were there, together with the Naval and Army DEMS gun crews, the RAF pilots and crews in the CAM ships, together with the crews of RAF

Coastal Command.

North Atlantic convoys are well remembered by those of us who were there! — G. Brown. Ex-RO, Merchant Navy, Douglas, Isle of Man.

## 'Kamikaze' just in time

REGARDING your review (May) of my book Kamikaze, could I make the point that it is primarily intended for the survivors of the British Pacific Fleet and their families, to help them understand the important role they played in the overall operations in the Pacific.

None of us really knew what we were fighting at the time. Apart from 14 pages of his-

torical background and 129 from famous ex-POWs, there are 702 pages of stories and photographs sent by men of the BPF.

Among many messages of appreciation received has been one from Admiral Sir Frank Twiss, who said. "What a fine Twiss, who said. "What a fine job you have made of the wealth of material you gathered. I am sure those who fought in the Pacific in 1945 will greatly enjoy reading the many narratives — and just in time, for history is fast covering us all up".—Stuart Eadon, Upton-on-Severn, Wores.



No. 443 38th year

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## Have fun, will travel

THE NAVAL and Army Movements organisations at Gibraltar have now amalgamated to form The Services' Booking Centre (Gibraltar).

The Centre, located at HMS Rooke, deals with all movements for service and MOD civilian personnel, including car rental and hotel accommodation, and can also provide information on local travel facilities and holidays in Spain and Portugal.

Photo, above — LWREG Sue Dearing, S/Sgt. Ian Nelson, Sgt. Gary Pedder, Mr. Ivan Parry, RPO Hutch Hutchings and Lieut. Nick Carter, working together at the new Booking Centre.

VAUXHALL

## Freedom of the Rock

the City of Gibraltar has been conferred on Royal Naval Reserve Unit, HMS Calpe, in recognition of their 25 years' service in defending the Rock.

Acceptance of the Freedom Scroll by the Commanding Officer, Lieut.-Cdr. Tony Lima, was followed by the first-ever parade by an RN unit in historic Casemates Square hitherto an Army prerogative.

Then HMS Calpe's mixed guard exercised the right to march through the city with bayonets fixed, accompanied the Corps of Drums of the Gibraltar Regiment, to which the unit is affiliated.

A celebration dinner that evening was attended by distinguished guests including the Mayor, Miss Marie Montegriffo, the Chief Minister, Joe Bossana, HE the Governor, Admiral Sir Derek Reffell, former Governor Admiral Sir David Williams, and the Commander British Forces Gibraltar, Rear Admiral Geoffrey Biggs.

## **Trincomalee** Trust

A NEW organisation, the Trincomalee Restoration Trust, has been formed to raise funds for the Napoleanic-period frigate, HMS Trincomalee, used as a training ship until recently in Portsmouth, and named Foudroyant.

The frigate is to be restored in Hartlepool, where she served as a depot ship from 1862-67, to become the centre-piece of a maritime heritage area.



## TAKING A GREEN STAND

THE MINISTRY of Defence will be taking part in the Sunday Times Environment, Wildlife and Conservation exhibition at Olympia to he held during July 6-11, the main thrust of which is to show what positive measures can be taken to help the environment.

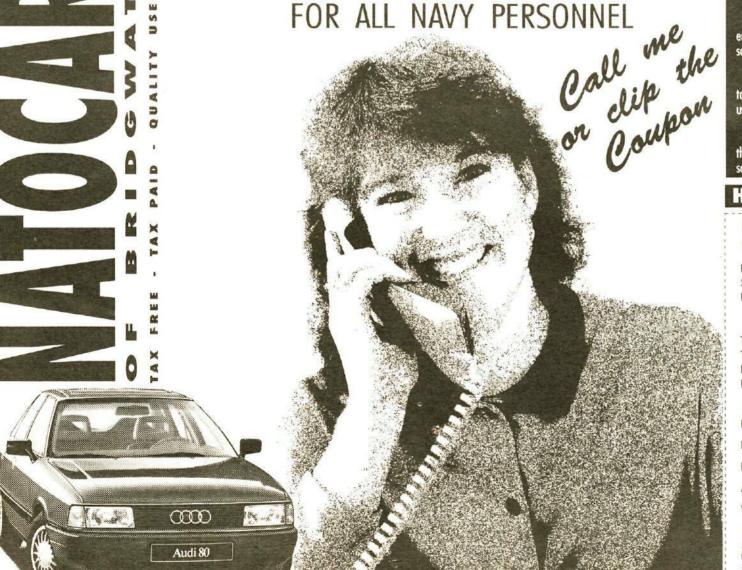
graffiti wall" will be one of the features, where photographers, both professional and amateur, will be able to display their work, have it assessed by professional judges and compete for prizes.

The MOD stand will include a interactive display covering all aspects of conservation work, including the preservation of listed buildings. It will also feature the work of the three Services and the Procurement Executive on environmental matters and the Defence Land Agents in sympathetic land management.

● In Portland the Navy is going out of its way to be environmentally friendly by re-routing helicopters from cliffs in the area where peregrine falcons are known to nest.

Similarly, in Plymouth the Navy has altered the course of a public footpath to protect nesting cirl buntings and in Scotland Royal Marines are helping to keep a close watch over osprey nests.





PEUGEOT ROVER LAND ROVER VOLVO

MERCEDES BENZ

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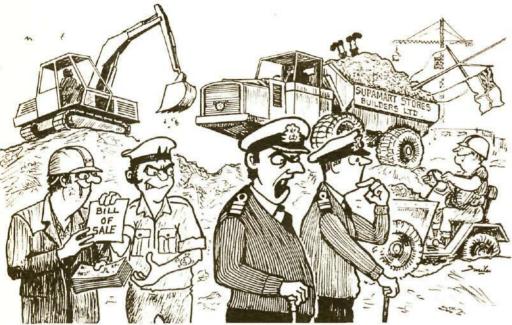
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. and find out who sold them my parade ground!'

## M/ Get Wise on DCIs

## How to tell if the price is right

THE MOD spares price labelling initiative came into being in 1987 and successful price challenges have already led to significant savings.

MOD continues to encourage all personnel to be aware of price information and to be ready to challenge the labelled package price of any item that seems unduly expensive, either from an informed judgment of its intrinsic worth, or from knowledge of a significantly cheaper source for identical or similar acceptable items.

But there has been some confusion between the contract price indicated on the package label and the basic price which is recorded on the Services' own supply systems computer date and issued vouchers.

It is important that the dis-tinction between these prices is made clear. The internally created price data are used for general accounting purposes and local management budgets only, and there is often no sim-ple correlation between those prices and the actual contract prices paid to the supplier.

The announcement outlines the differing procedures for challenges against contract prices appearing on packar labels and for price queries. appearing on package

DCI(Gen) 74/91

Aim of this regular fea-ture is to give a general impression of new De-fence Council Instruc-tions affecting conditions of service. In the event of action being taken the full original text should



## "I hear no ships . . .

TYPES of hearing protectors used by MOD are ear defenders (ear muffs), foam ear plugs, and gunfenders.

Hearing protectors should be worn in a designated ear pro-tection zone; when exposed to hazardous noise; or when directed by management.
Use and care of the various

forms of ear protectors is outlined in the announcement, which also provides information on posters and a video resulting from the Noise at Work Regulations 1989.

DCI(Gen) 58/91

## Firm hand on the tiller

IT remains policy for the Lead-ing Physical Trainer and the Leading Regulator to take the wheel in defence watches and in hazardous situations.

in hazardous situations.

So that they gain and maintain competence, commanding officers are to encourage candidates for the PT and Regulation branches to gain helmsmanship experience before they join their schools for professional training. Leading Physical Trainers and Regulators are to complete the two-day PJT in to complete the two-day PJT in helmsmanship in HMS Raleigh

during the month before joining their ships.

Commanding officers are to encourage their Leading Physi-cal Trainers and Regulators to take tricks on the wheel in undemanding circumstances so that they gain experience and competence.

DCI(RN) 68/91

## Pay rise for **Porton stint**

VOLUNTEERS can earn additional pay up to £250 (less tax), or in special cases more, for taking part in a three-week study at the Chemical Defence Establishment, Porton. The sum is proportionately less for shorter studies.

Programme dates are given, and the announcement points out that the scheme, involving Servicemen and women volun-teers, plays an essential part in the development of chemical defence equipment.

DCI(JS) 35/91

## Copyright controls

A DETAILED announcement provides guidelines for members of the Armed Forces and Crown servants working for MOD concerning the appli-cation of copyright law in the field of communication and

DCI(Gen) 85/91

## Cleaning up your act

THE 1990 Environmental Protection Act, now coming into force on a phased basis, covers area such as air pollution control; waste disposal, statutory nuisances and clean air; and lit-ter. The effect of the Act on MOD is described.

DCI(Gen) 60/91

# Land sale deal pays dividends

THE Defence Land Incentive Scheme, which has just started, is designed to encourage budget holders at all levels to come forward with proposals for the disposal of land or buildings in the Defence Estate by giving budget holders a share in the proceeds of the disposal.

It replaces existing incentive schemes on the Defence Estate.

To qualify for consideration To quality for consideration under the new scheme, commanding officers, heads of establishments and budget holders should bring any proposed disposals of MOD land and buildings to the attention of the Defence Estate Audit Team through the managers concerned. concerned

If approved, and following disposal, a proportion of the net disposal receipt will be-

come available to budget holders to spend on any item eligible for inclusion in their budgets provided it is for the purposes associated with their formal management objectives. The money must be spent only on items which would normally be funded from Defence Votes "in accordance with normal financial rules with due regard both to propriety and regularity and to value for money."

The scheme is designed to provide an attractive induce-ment to help "unlock" a significant number of small unprogrammed disposals. By being brought to the attention of all staff the aim is to achieve maximum scope for generating dis-

The Defence Estate Audit Team has been set up to help provide the machinery for systematic review of utilisation of the Defence Estate. It will help budget holders to consider in detail land or property in their areas which might be under-uti-lised or could have disposal

DCIs(Gen) 61 and 62

## New name new duties

REFLECTING a number of changes which have taken place or may do so, it was decided that the Directorate of Quartering (Navy) be renamed Direc-torate of Naval Infrastructure and Environment (DNIE) from April 1, with appropriate restructuring to reflect the altered

DCI(RN) 77/91

## Sideways steps

A LIST is given of branches which personnel may seek to

join by sideways entry.

The announcement also says there is a continuing requirement for submarine-trained ratings. While this is met mainly by long-term adjustments to recruiting and streaming tar-gets, there is a limited need to make good some shortages.

DCI(RN) 91/91



**WRNS** coming

into line

"Change? They'd need a major refit for that!"

FOLLOWING the announcement of wider employment of women in the Royal Navy, it became necessary to examine the terms of service for WRNS officers, including promotion, transfer, lists and specialisations, and to recommend changes which would bring WRNS officers as fully into line with their

male counterparts as possible.

With the study completed, the new career structure came into effect from January 1, designed to equate as closely as possible to RN procedures, although total integration is neither possible nor practicable in the short term.

For the forseeable future there will need to be a continua-

tion of the separate promotion system for those already in the Service. However, for those who joined from September 1990 with liability for sea service this should not be necessary.

Common training and employment will enable them to compete on equal terms for list transfer, longer commissions and eventual promotion, and there will be an increasing number of women who will be fully interchangeable with their male colleagues.

DCI(RN) 65/91

# **DUDES WELCOME ON**

WESTERN Adventure 1991 — a Joint Services Expedition to replace the cancelled Exercise Southern Venture — is planned to send one Nicholson 55 STC to the Canadian Great Lakes, leaving the United Kingdom in October.

The route will be split into 15 legs to maximise the number of people involved, with exped. due to conclude in August next year. Each leg will require a crew of 12 people and the exped. aims to give some 180 Service personnel experience in deep ocean sailing.

Ports involved in the various legs include the Canaries, Trinidad, Curacao, Puerto Rico, Bermuda, Miami, Annapolis, Halifax, Quebec, Detroit, and St. John's.

Crew selection will be made on the basis of achieving a balance

experience is not necessary, a spirit of adventure, stamina, and the ability to live with others in a confined space are essential characteristics since ocean sailing can be arduous and uncomfortable

### Unit crew

Applications are invited from men and women of all ranks, with the closing date for bids the end of June. It is possible that a

complete crew from a ship, station or unit may be accepted.

Team members will be on duty during the exped. A personal contribution has to be made, envisaged at about £400.



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## People in the News

Pushing all the right buttons

TWO students from the Royal Naval Engineering College Manadon have taken the top prizes in the finals of the Young Electronic Designer Awards.

Sub-Lieut. Steve Brown (right) and Sub Lieut. Peter Hoe-Richardson received prizes of £1,000 and £500 respectively as winner and runner-up in the competition. Their prizes were presented by the Duchess of

Steve's design is for a 3D vector graphics simulator

which offers interactive realtime computer graphics for a fraction of the cost of conventional systems. It has huge commercial and educational potential.

Peter's chip tester, which analyses programmable logic devices by means of a radically new approach, has already been patented.



## UPPER CRUST

OGGY, oggy, oggy ... back to making the humble pasty for the appreciative ship's company of HMS Minerva is Christopher Mead-Goddard, winner of the Royal Navy's Young Cook of the Year.

He was due to collect his tro-

He was due to collect his trophy at a luncheon at the Worshipful company of Cooks' London court back in January.

But although the Royal Navy could fly Chris back from the Mediterranean where the Minerva was on patrol, most of the company's members were snowbound in various parts of this country. Christopher's prize eventually caught up with him in Devonport when the Exocet Leander returned

Leander returned

## **Proud day**

BY PASSING out as a Midshipman in the Royal Navy, Ann Buckingham has realised her late

father's dream.
Sadly, Lieut.-Cdr. Edward Buckingham died just weeks before his daughter's passing out parade at Britannia Royal Naval College Dartmouth.

But Ann, at 29 the Navy's oldest midship-man, said: "This is some-thing my father always wanted for me and I know he was proud of my achievement."

AFTER 43 years and seven months in the Royal Navy — 37 years as a submariner — CPOMEA Lenny Cassell decided the time had come to retire.

He joined as an engine room artificer apprentice in September 1947 and over the years has served in HM ships Raleigh (Fisgard). Caledonia. Pembroke, Owen, Dolphin, Seraph. Terror, Thorough, Andrew, Telemachus, Oberon and Totem.

For the past 20 years he has worked in the periscope work-shop at HMS Neptune, first as Chief in Charge and then as the establishment's foremost periscope instructor, in which capacity he trained scores of Tiffies.



## Leading

CAPTAIN Mike Gregory, Captain of the 10th Submarine Squadron, presented certifi-cates to mark 50 years' com-bined service in the Polaris programme by Cdr. Bob Seaward (10 years), Cdr. Joe Fishwick (10 years) WOMEA Chris Deverill (20 years) and POMEM Antony Lowther (10

Certificates and pins are awarded in recognition of sig-nificant contributions to the United Kingdom Ballistic Missile Programme.



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## People in the News





## WREN AND HER CHICK

melt the hardest heart ... LWren Paula Price shows off Annalise Paula, who weighed in at 6lbs 4oz on joining the Royal Naval community at SHAPE.

Paula is one of the first Wrens to take advantage of the new regulations allowing members of the WRNS to stay in the Service and start a

Quarters Assistant in the multi-service accommodation block, Paula and her husband Andrew have been at Supreme Headquarters Allied Powers Europe for about a year.
Picture: Sgt. P. Bristo



FULL house! Or should that be five pairs?... You have to hand it to HMS Sussex, the only Division in the Reserve to have on its books a male and female officer of every rank from sub-lieutenant to captain.

So here they are, lining up from left: Sub-Lieut. Rebecca Walker, Sub-Lieut. Edward Brown, Lieut. Alex Sard, Lieut. Richard Hurley, Lieut.-Cdr. Diana Nichols, Lieut.-Cdr. David Alcock, Cdr. Lavinia Barley, Cdr. Ian Wright, Capt. Wendy Peters and Capt. Robin Sard.

HMS Sussex also boasts a husband and wife holding the rank of sub-lieutenant — Christopher and Gillian Page.

der Training from Bri-tannia Royal Naval College broke off from training in the Mediterranean to visit the Vatican.

There they had the privilege of an audience with Pope John Paul II, whom Mid Carolyn Armes and Lieut. Toby Evison presented with a

crystal ship's decanter.
The visit was arranged by Fr. Tom Burns of BRNC. While in Italy the party also managed to visit some of ples and Pompeii.



## Getting the job done



TASKS assigned to HMS Invincible's air engineering department are carried out by Hook or by Crook . .

Well, actually, one or two others play their part as well as AEMs Jason Crook and Ian Hook. They are just two new members of the team which is responsible for workshop support of the carrier's embarked Sea Harrier and Sea King squadrons.

## FIVE RADIATE SUCCESS



HAVING paved the way for suitably qualinior rates (SM) to be awarded one of the City and Guilds Institute's top awards, the Institute of Naval Medicine has had its first five successful applications for

The Licentiateship of the City and Guilds Institute has been conferred on Lieut.-Cdr. Ray Edwards (24 years nuclear submarine service), CPOMA(SM) Andy Burns (20 years), CPOMA(SM) Josh Tetley (18 years), CPO-MA(SM) Doug Proctor (17 years) and CPO-MA(SM) Mick Shaw (12 years).

All have served on board Polaris and Fleet were responsible for radiological protection, and all have served in submarine bases, where again they were involved in health physics and radiological protection.

Because of their extensive experience, the five have also been involved in teaching work.

They were presented with their Licentiateship Certificates at the Institute of Naval Medicine by the Medical Officer in Charge, Surgeon Capt. John Davies. As these were the manager, senior awards, also attended.

## Lloyds



A TWO-week voyage in the three-masted topsail schooner, Winston Chur-chill, is Artificer Apprentice Stephen Taylor's prize for all-round endeavour at HMS Sultan. The award, which is sponsored by Lloyds Bank, also includes a 35mm camera and a por-celain black horse.

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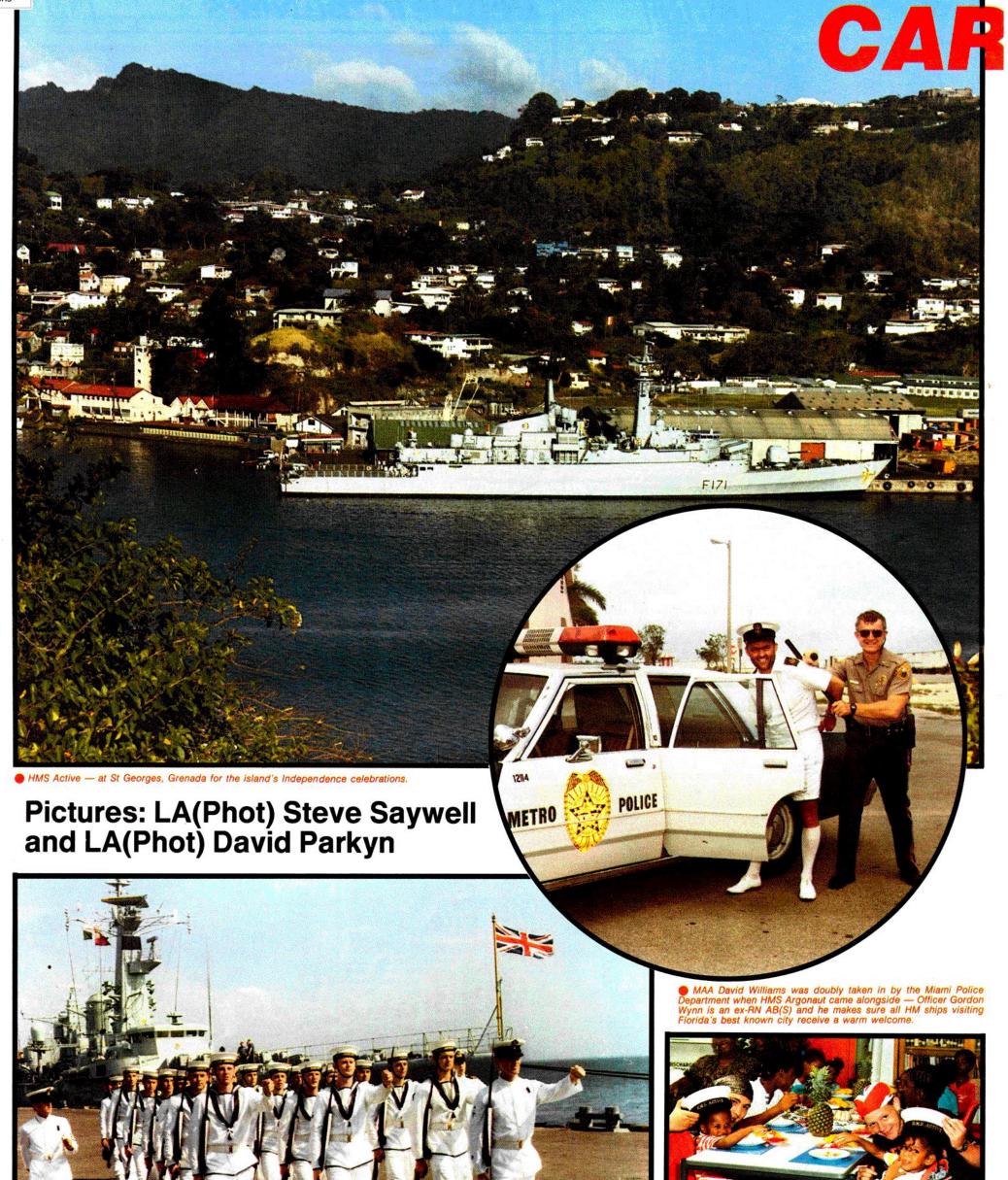
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Pirates MEM(L) Tug Wilson (left) and WEM Mo Morrice host a children's party in Belize.

Maracaibo: HMS Argonaut lands a guard for a remembrance ceremony honouring Simon Bolivar, liberator of Venezuela.

## IBBEAN CRACKDOWN

## Frigates help bust the drugs racket

SEA Skua missiles, so effective against small surface craft in the Gulf War, will work just as well against drug smugglers in the Caribbean.

This was the grim warning sounded by the Lynx observer in one of two Plymouth based ships lately returned from a tour in the West Indies, focus of a rapidly expanding

campaign against the South American cocaine barons.
"Watching what happened to the Iraqis certainly gave us confidence that the system delivers the goods — and it should put the fear of God into anyone who fancies having a go at us in that part of the world," Lieut. Phil Bevins of HMS Active told Navy News.

During six months as West Indies Guardship the Type 21 frigate helped force drug runners to abandon a number of air drops — and may have temporarily halted some operations altogether.

But the scale of the threat and the resources deployed to counter it has increased dramatically during the period that many of the nations most at risk were preoccupied with Saddam Hussein.

The great fear now is that the traffickers may switch more of their attention to the cities of Europe.

French warships joined more than 30 vessels, including American and Caribbean coastguard units and the Leander Class frigate HMS Argonaut, in the pursuit of the criminals — and the Royal Navy vessels had the prime job of directing the authorities onto likely targets.

Commander of the 4th Frigate Squadron Captain Mike Johnson has had five years experience of West Indies patrols. What has happened in the Caribbean should serve as "a grim warning to us about what could happen in Britain," he feels.

"Meanwhile, though we can't be everywhere all the time, the drug barons do tend to shut up shop when we make our presence felt."

HMS Active took part in the first ever combined opera-tion with American, French and British Virgin Island units off St Thomas and Tortola - in the role of officer in tactical command.

This was a great success and will undoubtedly lead to more of the same.

This ship took part in a total of six drug interdiction patrols — but the tour had its lighter moments, too. There were port visits to Miami, Trinidad, Martinique, Barbados,

Tampa, Vera Cruz, Belize, Granada, Curacao, St Lucia, Bermuda and Baltimore — from where 34 RNR ratings and six potential officer candidates took passage home to gain sea experience.

Flying displays and children's parties were arranged for Independence Day celebrations at Grenada and St Lucia
— and 80 families and girlfriends were able to fly out to
spend two weeks with the ship at Tampa, Florida.



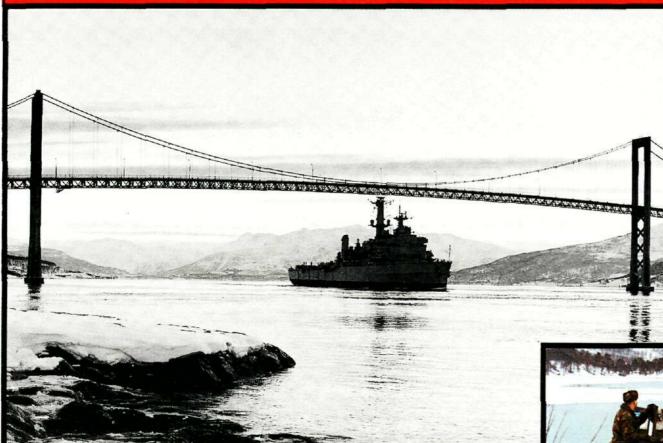
A US Navy Sea King transfers personnel to HMS Active while the Type 22 frigate was carrying out weapon training south of Puerto Rico.







## Cold winter for Fearless



 Above: It's a bit of a tight squeeze as HMS Fearless clears the Tjelsund Bridge, near Narvik, with only inches to spare.

Right: Royal Marines from 40 Cdo. land in northern Norway to take part in winter exercises with Dutch and Norwegian forces.

ON her first deployment since refit the assault ship HMS Fearless steamed north towards the Arctic Circle for a combined winter exercise with Norwegian and

Working alongside Army and Home Guard training units and Royal Marines from 40 Cdo. the Fearless completed many amphibious landings along the frozen

It was during this period that the Fearless found herself in a "tight" spot — as she steamed under the Tjelsund Bridge, near Narvik, she cleared it with only

After a successful visit to the historical city of Trondheim HMS Fearless joined the Type 42 destroyer HMS York and the frigate HMS Amazon as the flagship of Commodore Amphibious Warfare, Commodore Peter Grindal, in Exercise Agder '91.

The exercise involved all participating units — including Dutch Marines and Norwegian warships — in a combined land, amphibious, maritime and air

combined land, amphibious, maritime and air operation.

An amphibious assault with combat and maritime ops in the Skagerrak (scene of the Battle of Jutland) completed the phase and, despite dense fog, which kept the aircraft at bay, and unusually warm weather conditions, which put paid to the snow, the exercise



### Advertiser's Announcement

## LEAVING THE SERVICE?

Jack Tar left the Royal Navy Submarine Service after 24 years 'man and boy'.

Which way now? What about job security?

My gratuity won't last forever, I can't live off my pension!

These were just a few of the reservations which concerned the Tars. 'Let's take a complete break and have a think about it'. So, during his terminal leave, Jack, Jenny and the kids flew off for a month's holiday in Florida, to unwind and think about the future. They had always promised themselves the holiday of a lifetime.

On his return, Jack decided to follow up a couple of advertisements for financial services positions. He had always been interested in money and savings and is the type of person other people tend to listen to. Some would even suggest that Jack has the 'gift of the gab'.

There followed quite a few interviews and Jack quickly noticed how competitive the prospective employers were. All seemed to have plenty on offer. Some even promised company cars and six figure salaries. One company in particular seemed to understand the 'mind of the Serviceman' far better than most and Jack decided to put his trust in Pioneer Mutual (Swiss Pioneer Life since 2nd January, 1991) for his second career.

The position on offer was 'Self Employed Sales Associate'. Training was rigorous and extremely comprehensive with excellent advice given on setting up your own business, tax advantages for the self-employed, efficient time planning and a structured approach to management promotion. In short, a complete package to guide him through the difficult transition from Service to civilian life.

The first year was hard going. Lots of training courses but all held in first class hotels (a refreshing change from Guzz barracks). Through his disciplined approach to work and firm diary planning, Jack has still managed 18 holes of golf each Wednesday morning and has in fact met several clients via his

Jack is now in this third year in the industry. His first year's earnings were well in excess of £30,000. He re-invests his Service pension into a new personal pension plan which is timed to coincide with his Service pension enhancement at age 55.

Jenny is employed by Jack as his personal assistant. He has offset her salary as a business expense. He has also commenced an executive pension plan for Jenny. Again, timed to mature at their joint retirement age of 55.

The future looks bright. The Tars attended the Company Convention in Florida and are hoping to attend this year's Convention in Singapore.

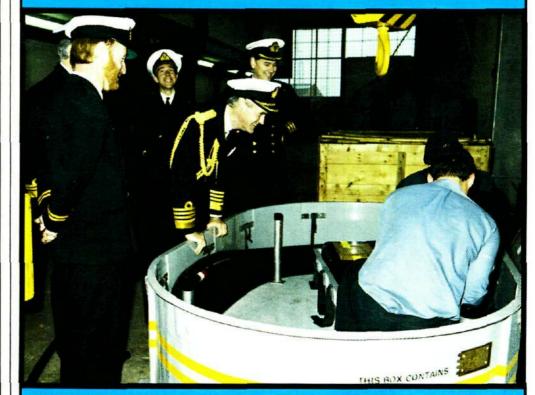
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This story is true and written by: Ray Bruchez (Ex. C.P.O.M.E.A. (ML) S.M.)

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## DMIRAL DOES E ROUNDS



A BUSY schedule lay ahead of the First Sea Lord Admiral Sir Julian Oswald when he visited

After opening Triumph block on Weston Mill Jetty, the new leisure and amenities facility for the ship's company of HMS Defiance, he went on to visit HM ships Danae and Wilton as well as HMS Drake and MHQ Mount Wise. He is pictured, above, at the new towed array building used by HMS Defiance.

Admiral Oswald was also present at HMS ercury when the last Radio Operator (Tactical) and Radio Operator (General) Classes passed out from Kelly Squadron.

He presented their Certificates of Qualifica-

tion and took the salute at the Passing Out

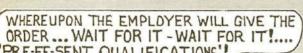
The Freedom parchment was carried by a party from HMS Cardiff when former Premier Lord Callaghan, who served with the Royal Navy during the Second World War, became a Freeman of the City of Portsmouth in May.

Born in Portsmouth into a naval family, Lord Callaghan later served as a Cardiff MP for many years, achieving a series of the highest political offices.

Speaking to a crowded Portsmouth Guildhall, which included the First Sea Lord, Admiral Sir Julian Oswald, Lord Callaghan made a number of references to the importance of the Royal Navy and the merchant navy.

JUST how useful are skills acquired during naval service when the time comes to seek a civvy street job? Important develop-ments in the field of standards and recognition of qualifica-tions are outlined in this article from the Directorate of Naval Education and Training Support.

Meanwhile, in a letter below, a CPO comments critically on the subject of qualification recognition — and DNETS replies to the points he raises.





## Aim is better system of skills NAVAL skills are more recognition useful in civilian life than many people realise. Although the quality of our training

and performance are, rightly, already held in high regard, there is still a need to get across to outside employers, and our own people, how valuable the skills learned in the Navy can be in civilian life.

Help will soon be at hand in publicising and promoting RN training, in the form of the National Council for Vocational Qualifications (NCVQ).

The Council was set up by the Government in 1986 to

reform the somewhat hotch-potch system of national recognition of vocational qualifications. It will even-tually provide, throughout the UK, a simple, coherent and comprehensive frame-work based on the stan-

work based on the standards set by industry.
National Vocational Qualifications (NVQs) relate directly to people's working abilities. They differ from academic qualifications by adding practical elements to general learning and theory. The Council aims to make

NVQs available to 80 per cent of the UK workforce by

end of 1992. This will match employees' qualifications to the high standards now demanded by employers and, as a by-product, help to raise the profile of NVQs for all concerned.

Qualifications can be awarded by any body ap-proved by the Council. Awarding bodies include the Business Technician Education Council (BTEC), the City and Guilds of London Instiand Guilds of London Institute (CGLI), the Royal Society of Arts (RSA) and the National Examinations Board for Supervisory Management (NEBSM). All these already provide qualifications for the Royal Navy.

The NCVQ is not itself an awarding body. It recognises only qualifications that meet industry's standards and, once an awarding body has translated specific stan-

has translated specific stan-dards into a qualification which satisfies the Council, a qualification is accredited as a NVQ.

Each NVQ is subdivided into units known as "Units of Competence", and consists of elements of skill, knowledge and understanding. Units can be simple, such as competence in using the telephone or as complex as changing an aero engine, depending on the nature of the qualification.

One difficult area will be

actually assessing compe-tence in the workplace. Several Units of Compe-

Actual size 5%" x 3%

tence are combined to form an NVQ assigned to one of five levels in a simple frame-work set by the NCVQ, and it is anticipated that most C and G awards will be at level 2 and the BTEC National Diploma at the higher level of

Once the overall NVQ framework is complete, some time in 1993, it should only be a matter of time be-fore the majority of Service training courses are nationally recognised and have the NCVQ seal of approval.

### Three Rs

It will, however, be necessary for lead schools to initiate and maintain the impetus if the RN is to have a matrix of NCVQ accredited courses. The Navy must, of course, continue to set its own high standards and not merely confirm to those set

in outside industry.

It is Admiralty Board policy for members of the RN to be awarded national recognition for their Service training and, with the advent of NCVQ, the three Rs (re-cruitment, retention and resettlement) must all be gainers.

The Directorate of Naval Education and Training Sup-port (DNETS) has produced a brief for an NCVQ Roadshow and looks forward to visiting establishments this

Prices include UK postage or surface mail abroad Available from The Business Manager, Navy News, HMS Nelson, Portsmouth PO1 3HH Cheques and postal orders, to accompany orders, are to be made payable to Navy News. For orders from outside UK, payment is to be made by International Money Order in £ sterling.

Navy News

Desk Tidy

## Study is the key, says ch

HAVING nearly com-pleted 22 years pensionable service, and looking round for prospective employment, a CPO comments on RN training, resettlement and recognition of qualifications.

He says his views mainly concern non-artificer Senior Rates of the Fleet Air Arm, although their application may well spread to branches

From an air station he writes: I completed some 60 weeks basic training, a detailed 30-week Leading Rates qualifying course and a 12-week Petty Officers Qualifying Course. Although there is trade recognition for this Leading Page 1997. tion for this, I receive no for-mal recognised professional qualifications whatsoever. Junior rates now completing a smaller course, no Leading

Officers Course now receive City and Guilds Parts 1 and 2.

I cannot claim any retrospective award and the only piece of paper to which I am entitled are these horrible "Certificates of Qualifications" on leaving the RN which are not recognised by anyone and do not contain an adequate description. contain an adequate descrip-tion of past employment, validation and acceptance.

They bring smiles to the face of employment agencies and personnel officers, and are vir-

tually worthless pieces of paper.
As for management qualifi-cations, there are also none. While a senior rate with specific supervisory experience is re-cognised by the Institute of Su-pervisory Managers, you will not receive recognition from either the British Institute of Management or Administra-tion Management unless you are a Warrant Officer.

This means that should you not be in a position to be promoted — because you do not have two O levels, or because there are no vecenicie with: there are no vacancies within your specialisation - you are

For those who do not know, even though you may be carry-ing out a Warrant Officer's duties you will not qualify. These applications are validated by a senior officer in the MOD (on behalf of the Institute con-cerned) who may be unfamiliar with both the candidate and the

job he is carrying out. Surely, management exper-tise is linked to management ability and not the ability to get promoted when circumstances

are beyond your control?

A word of warning to those in the same position: do NOT wait until the first resettlement interview but obtain recognised qualifications off your own bat.

### Progression

Sour grapes some of you may say, but I have obtained five GCE O levels, a Bachelor of Arts Degree, an Advanced Di-ploma in Education and am currently studying for a Di-ploma in Management Ser-

cognised outside unless validated by a professional body and there are no queues waiting to snap you up. Dedicated study and progression is rewarded later when you leave - so get

## PIECES OF PAPER NOW

for a man who joined when vocational paper qualifications were not so highly prized as they are today, says a reply to the CPO from DNETS. The letter (above) highlighted a problem which has continually affected industry in the UK national recognition of vocational skills.

It was acknowledged that during a Service career there during a Service career there will inevitably be disappointments like his. But the reply goes on to point out that while 60 per cent of the UK workforce do not hold a single vocational qualification, RN personnel are well off for qualifications compared with most civilian comparative. most civilian counterparts

The reply continues:
Not all craft or technical
skills can be converted into
City and Guilds of London Institute or BTEC certificates,
and it is the same with other awarding bodies such as the Royal Society of Arts and the National Examination Board for Supervisory Management (NEBSM), but all of these institutions are used to the full by

In many branches one vocational qualification per rate is the norm; those involved in training are continuing to assess and implement relevant vocational qualifications. Both the Navy and industry

have moved on during this man's 22 years service. It is likely that he did most, if not

# HIGHLY

all, of his training in the early years before recent changes. Even Artificers who joined some 20-odd years ago had to be selected for the ONC

Many did not get civilian or national recognition; it was enough in those days to face the training under one's belt.

However, all that has changed, and full details of the new NVQ structure will be made available from Education entres and the DNETS Roadshow.

The letter correctly states that Junior Rates now receive City and Guilds Parts 1 and 2. Surely, this is good news for all concerned. "Certificates of qualifications" are mentioned as being worthless pieces of paper, but these certificates give prospective employers, most of whom are very glad to get RN leavers, useful information on the person's experience and competence.

They can also be used for "Assessment of Prior Learn-(APL) when applying to Institutes or studying towards a future qualification, ie a form of retrospective award. It must

be said, though, that retrospec-tive awards are usually difficult

It might be possible for this man to contact HMS Daedalus and be allowed to take the C and GLI examinations with a future AM and LAM course. If he is suitably skilled, then he should have little difficulty in passing those examinations.

Unfortunately, some RN training has NO civilian equivalent and it is not cost effective or worthwhile to "dish out" so-called qualifications out" so-called qualifications which do not transfer across to the civilian sector. Once the NCVQ framework is complete, national recognition of in-Service training should come to

Finally, anyone who has obtained qualifications in the RN "off one's own bat" should remember the following points: The RN pays for GCSE/GCE examinations; instruction is provided at sea (paid for the by the RN); block instruction is given at Education Centres ashore; the Distance Learning Unit at HMS Nelson provides free and professional distance learning packages; financial assistance and time off is given to those studying through the Open University.

That's in addition to the qualifications which are paid for, as mentioned before.

The letter could have been

written "Look what I've had from the RN...and it's getting even better!" What a shame it

not recognised.

### 'Don't wait'

Service training is NOT rededicating.

See reply on left



NN Navy News

hall, lounge, bar, den, etc.

We have been photographing ships of all nationalities and types from the early 1920's to the present day, including R.F.A.'s, R.M.A.S., R.N.V.R. and P.A.S.

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## he sonar, the better

Teacher, has been handed over to HMS Dryad's School of Maritime Operations by the makers, Ferranti Thomson Sonar

The trainer is for the new Sonar 2050, a highly complex medium range sonar, which uses new automated systems to make life a lot easier for operators at sea.

The first course to use the new trainer will be the joint Seaman Sonar 57 Course, which includes a number of Wrens.
Pictured cutting the Sonar Trainer commissioning cake are Commander Underwater Warfare, Cdr. Alan Phillips and Wren

## NUFFIEL GRANTS

MAJOR grants made by the Nuffield Trust for 1991 include the

Naval Riding Centre, HMS Dryad, tractor-digger; HMS Warrior, narrowboat; HMS Fearless, minibus; RN and RM Amateur Rowing Association, two racing boats and oars; HMS Mercury minibus; HMS Sultan, minibus; and HMS Nelson, minibus.

Other major grants included: RN Association for Beagling, van, £9,318; RN and RM Bobsleigh Team, two-man bobs-leigh, £8,900; HMS Daedalus Theatre Club, lighting control system, £8,000. HMS Daedalus Clay Pigeon

## Mine blast

DIVERS from the Portsmouth Area Clearance Diving Unit carried out a controlled explosion on a wartime mine trapped in the nets of a trawler off Southend-on-Sea, in Essex.

Club, traps, looms and magazines, £5,000; RM School of Music Deal, bar in WOs' and SNCOs' lounge, £5,000; CTCRM, yacht, £5,000.

### Equipment

HMS Ark Royal, fitness equipment, £4,800; Royal Marines Poole, six racing canoes, £4,000; BRNC Dartmouth, rackets court lighting, £3,000; RNAS Culdrose Golf Club, tractor mower, £2,380; HMS Daedalus Motor Maintenance Club, tools and equipment, £2,375; HQ AFSOUTH, three televisions, £1,300.

Total sum involved in these major grants for the benefit of naval and RM personnel is nearly £130,000.



## Campbeltown on home ground

ON her second affiliation visit to the Scottish port of Campbeltown, HMS Campbeltown was a popular attraction when she opened to visitors during the weekend.

## Navy runs its course

AS PART of its resettlement programme, the Royal Navy is offering personnel finally coming ashore new day courses to help them adapt to their new circumstances.

"Setting Course for the Rest of Your Life" has been de-signed for the Royal Naval Resettlement Service by training consultants, and the first course was held in HMS Nelson.

It encourages self-assessment of personal development needs for coping with a new career. and also helps those taking part to define what they want in the short, medium and long term.

## Career opening

THE new Tri-Service Careers Information Office at Luton has been officially opened by the Mayor, Cllr. John Gold-smith, in the presence of the Director General Naval Manpower and Training, Rear Admiral Michael Layard.

Sports teams from the ship managed to get in a full pro-gramme, including soccer, rug-by and cricket matches against local teams, and links with the local Sea Cadet Corps were further strengthened when the cadets, accompanied by the Campbeltown Brass and Pipe Band, performed Sunset Ceremony. Capt. Jeremy De Hal-pert, the ship's commanding officer, later presented them with a commemmorative pen-

## Bismarck memories

FIFTY years after helping to sink the Bismarck, 15 surviving naval aviators, including former Swordfish pilot Rear Admiral P. D. Gick were guests at RNAS Culdrose, attending the "Wings Parade" for newly qualified Observers, and later at a dinner with 810 Naval Air Squadron, which took part in the action back in 1941.

At the parade Sea King HAS At the parade sea King HAS 6 helicopters of 810 Sqn joihed in a flypast by the last airworthy Fairey Swordfish, the type of aircraft flown by the squadron in the raids which crippled the German battle-

We help Service families cope with any crisis, whether in The Gulf or Bexleyheath.

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phone JHQ 3392/2263; Gibraltar: 05 5480; Cyprus: Episkopi 3900/ 3647; Hong Kong: Tamar 3125.

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SAILORS' AND AIRMEN'S FAMILIES ASSOCIATION

## Cheers to a warm welcome home!



LYNX helicopter crews from HM ships London, Cardiff, Gloucester and Brazen received a warm welcome from their families when they returned to HMS Osprey after serving in the Gulf.

A champagne reception was laid on for the flights from 815 and 829 Naval Air Squadrons and, pictured left, about to indulge in a drop of bubbly, are Lieuts. Kevin Potts and Andrew Morse, of HMS London, with Kathy Smith, Sue Eagles (Westland

PR) and Capt. and Mrs David Morse.

Meanwhile the survey ship HMS Herald returned to Plymouth after eight months at sea during which time she was command vessel for the minesweepers serving in

On her arrival home her commanding officer, Cdr. Peter Jones, was met by his family and he is pictured, below, giving his son Philip (11) a guiding hand as the Herald came alongside.



Family Life



## Record year for maritime charity

A RECORD year, with an increase in funds of nearly £307,000, was announced by King George's Fund for Sailors at its annual general meeting.

Voluntary donations, legacies and investments increased the Fund's total income by over 20 per cent enabling grants totalling £1,583,474 to be made to charitable institutions covering all areas of seafaring including the Royal Navy, Merchant Navy, the fishing fleets and the RNLI.

In recognising the Fund's successes chairman Admiral Sir Anthony Morton stressed its important future role in pro-viding financial assistance to young children and in his annual message warned that separa-

al message warned that separa-tion is increasing calls for help. "Separation, which is the natural lot of the sailor, un-doubtedly aggravates the cur-rent trend in disrupted fam-ilies," he writes.

## Disruption

"This type of disruption can have a relationship to educa-tional problems and in some cases requires the children to go to specialist boarding

Admiral Morton also warned that the need for further educa-tion and special education for children with problems such as dyslexia is increasing, as is the need for special assistance for young children with other dis-

In response to these needs the Trust has already estab-lished a families' and children's development centre at RNH Haslar, in Gosport, in associa-tion with social services, the education department and the children's charity, KIDS, and has granted £60,000 over the next three years to help fund it.

The centre deals with over 40 children a week, some with educational and physical diffi-culties, and gives Mums, whose husbands are at sea, a break from their responsibilities.

## Collingwood cheques in



THE Wives' Club at HMS Collingwood came up trumps when they offered a helping hand to the Myasthesia Gravis Association.

Each year the club chooses a different charity and thanks to some hard work over the past 12 months they managed to raise £800 for the association.

The money will be used for research into the auto immune disease and to offer support to Myasthenics and their families.

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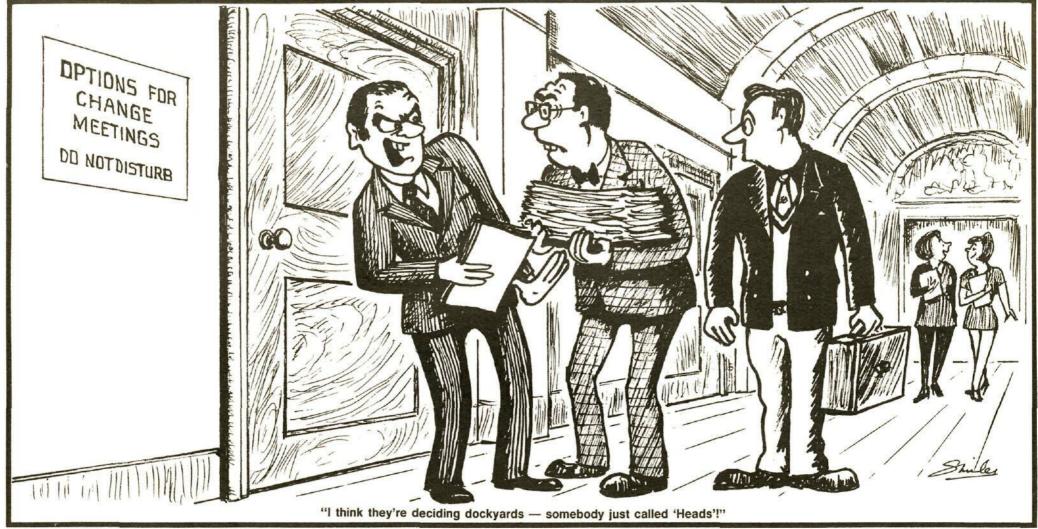
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## Coming to terms with '90s Society?

sexual ban, say MPs" - and some a shade more lurid - have focused attention on rules which many in the Services would prefer to remain unaltered.

The all-party Select Committee on the Armed Forces Bill has made a number of recommendations about Armed Forces law and discipline, including one that the Services review their policy on homosexuality. The committee endorsed the Services' view that homosexuality was unacceptable in the Forces, but asked whether some homosexual acts which are not offences for civilians in England and Wales should continue to be criminal offences under the Services' Discipline Acts.

The proposal appears to be that, while some acts would eventually cease to be criminal offences in Service law, those involved would still be discharged administratively.

While it remains to be seen whether even the slightest such gesture towards relaxation of the law on this matter within the Services gains acceptance, the committee noted evidence that prohibition of homosexuality in the Forces "causes very real distress and the loss to the Services of some men and women of undoubted competence and good character.

### Striking balance

Balancing individual liberties against the common good is often difficult, and the recommendation to review policy represents a genuine attempt to see if a better balance can be

But these are deep, not to say emotional, waters. Certainly the Services would maintain the view that homosexuality can cause tension in a group of people required to live closely together, sometimes under stress; that it can damage a unit's fighting effectiveness; and that there is no room in the Services for homosexuals.

Whether the full force of the Service criminal law is, however, needed to maintain this policy is a matter to be debated and decided for the

Other proposed changes to Service law are the abolition of the death penalty (still existing for certain offences) and a ban on sending under-18s on active service overseas unless their skills are vital or the defence of the realm is under threat.

To some, these proposals will be as controversial as those on homosexuality. The outcome will be awaited with much interest.

## Another good year

ANOTHER good year operationally for the Royal Navy; a Gulf conflict described as "excellent" for navies in politico/military terms; and a Soviet Fleet somewhat out of sight these days but certainly not to be belittled - these are a few of the aspects portrayed in the broad sweep of activity reviewed in the new edition of Jane's Fighting

But, on ship orders, the book's foreword refers to British shipbuilders now "close to despair" and goes on "The steady dismantling of Britain's maritime capabilities in both naval and merchant marine terms is causing growing concern

Looking at the Gulf war, editor Capt. Richard Sharpe recalls that in Vietnam and Afghanistan respectively, neither the USA nor the Soviet Union was able to bring operations to a successful conclusion, not least because neither could cut off the reinforcement and resumbly routes to the opposing armies

resupply routes to the opposing armies.

After the invasion of Kuwait, Iraq's military supply lines were always going to be much more vulnerable if sufficient naval force could be deployed to ensure an effective blockade in support of the economic sanctions imposed by the United Nations,

"In the event, the essential stranglehold was achieved by the biggest build-up of allied warships in the Mediterran-ean, Red Sea, Gulf of Oman and Persian Gulf seen since the 1940s.

He also says, "Had Iraq waited for a couple of years, the West would have been much further advanced in reaping a so-called peace dividend, which by weakening both the morale and the equipment levels of its forces would have made it more difficult to respond to the call for help from Saudi Arabia when Kuwait was invaded.

The comparatively one-sided nature of the sea battle in the northern Gulf did much to lessen the risks, as did the failure of the Iraqi Air Force to play any significant part in the campaign. Nor should the effect of the total dominance of the United States forces in electronic warfare be underestimated.

"It is impossible to quantify the effects of the blockade. Economically it weakened Iraq over a long period, but at least as important was the cutting off of much logistic resupply to

the Iraqi military machine."

Turning to the Soviet Union, Capt. Sharpe writes, "There is a danger of this Navy sinking, not literally but metaphorically, out of sight out of the public mind, because it doesn't seem to be involved in anything much these days except occasional foreign port visits

But any attempt to belittle the Soviet Navy would be ill advised. If operational deployments had been at a very low level in the last year, modernisation of the Fleet, and in particular its submarines, showed no signs of

## for ops. but

## **SHIPBUILDERS** 'NEAR DESPAIR'

"Certainly there are no changes that justify in terms of matching capabilities, the partial unilateral naval disarmament which is affecting the West. In 1990 the fifth (or was it the sixth?) year of perestroika, the Soviets launched ten new submarines, six of them nuclear powered, with formidable modern weapons and sensors.

The foreword says that in operational terms the Royal Navy had another good year, integrating with the US forces at the sharp end of the Gulf and carrying out successful opera-

Of reducing frigate, destroyer and sub-marine numbers, it says this indicates "the extent of the hold that the Eurocentric (or should it be Euromantic?) school of strategic thinking has achieved over future defence policy in the UK.

"There is official recognition that the evi dence of the last decade suggests that Britain's vital interests extend beyond the European theatre, not least in bilateral support of the United States and other nations concerned with the growing military threat to international trade from regimes hostile to western

### Gulf lessons

"There is also evidence that it is understood that the potential threat from the Soviet Fleet is still increasing in capability terms, even if there is a suspension of belief in any current Soviet intention to use it."

The foreword continues, "With just three frigates and one long overdue SSBN ordered in the three years since mid-1988, British shipbuilders are close to despair. The steady dismantling of Britain's maritime capabilities in both naval and merchant marine terms is causing growing concern, except apparently in Whitehall where it has become part of the zeitgeist of the last three decades.
"Of the 142 merchant ships chartered for

the Gulf, just eight were British flagged. With Germany and Italy also both reducing their Fleets, European dependence on the United Navy increases every year, although that is not a message those in favour of the apparatus of unified Europe defence forces are

One of the more interesting lessons of the Gulf war was that given reasonable early warning, layered air defence of shipping works, at least against a none too resolute enemy. On the other hand, manned aircraft are growing increasingly vulnerable to modern air defence systems. Argentina had most of her air force destroyed in the Falklands War, and even against Iraq's demoralised forces the allies lost a surprising number of ground-based aircraft.

"The argument that ships are specially vulnerable to modern weapons is both selective and increasingly suspect.'

In his conclusion, Capt. Sharpe says, "If there was one major lesson for the future to be learned from the naval operations in support of Desert Shield/Storm it was that navies of different nationalities are increasingly likely to have to work in unison, and precedents so far are not encouraging

### Integration

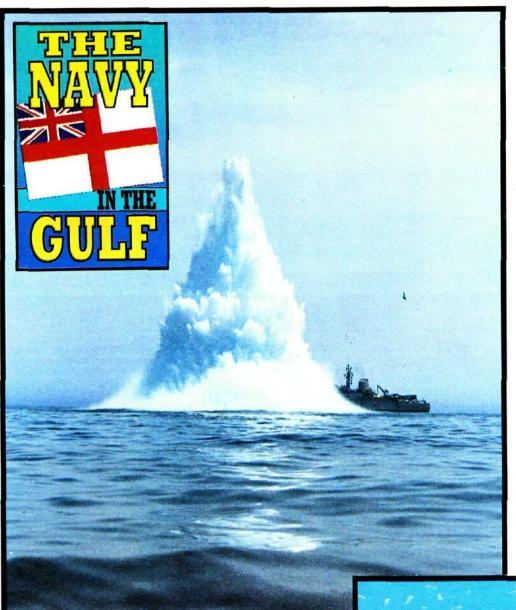
"If it is diplomatically difficult enough to get nations to agree a unified response to acts of uncontrolled aggression such as the invasion of Kuwait, there is historically an even more marked reluctance to allocate command extremis'

"As was seen during blockade operations in the Red Sea and Gulf, attempts at trying merely to co-ordinate forces eventually achieved success, but no one was really threatening the blockading ships, and even then one major European navy reserved the right not to com-ply, thereby further complicating the opera-

He goes on, "For all the importance of integration at the Command level, ships will not work together effectively at sea unless regularly exercised in multi-national operations, and this is where some equipment commonality becomes critical particularly in communications, data exchange systems and the sharing of relevant intelligence.

As ever, Jane's presents a comprehensive picture of the world's navies, the new volume providing data on 8,300 warships from 175 navies. It gives details of 11 new classes of frigates and destroyers world wide, and includes more than 1,300 new photographs and 100 new or revised line drawings. Published by the Jane's Infor-mation Group, the 1991-92 volume is priced at £125.

'Soviet Fleet capability still increasing'





# Another fine catch!

The war was over before minehunters HMS Brocklesby, Brecon and Bicester arrived in the Gulf - but there was still plenty of work for them to do.

## **Explosive** combination above and below

played from an airborne platform, yet they accounted for 30 per cent of all the mines found by Allied forces — more than

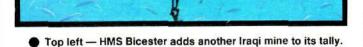
826 Sqn C Flight was one of the first to investigate danger areas around USS Tripoli and Princeton when these two were struck by mines. Fleet divers were able to find a total of 27, of which 17 were destroyed.

latter stages of the ground offensive. The Mk 5's superior avionics lit and its endurance advantage over the Lynx made it an ideal platform also for controlling Lynx and AH-1J Sea Cobra helicopters for probing suspected Iraqi surface contacts along inspects. tacts close inshore.

It was during one of these patrols - one of a total of 117 missions during the conflict — that an 826 Sqn aircraft be-came the first Royal Navy helicopter to land in Kuwait City on

Below — one of the Fleet Diving Unit's teams swing into action from a Sea King of 826 Sqn C Flight.





■ Top right — Lieut.-Cdr Nigel Chambers and the crew of HMS Brocklesby with all that remains of one of the "Kuwaiti killers".

tethered mines are coated with organic material to attract fish and mask their presence from the minehunters. Pictures - PO(Phot) Stu Reid and PO Diver Paul Guiver.

Over half the estimated 1,500 mines sown by the Iraqis have now been accounted for, either the teth-ered contact variety similar to those used in both world wars or the type laid on the sea bed and set off by a passing ship's sound signature.

They are smeared with organic material to attract marine life and mask their presence from the searchers above.

### **Bodies**

The minehunters' submersibles are used to investigate likely contacts - an expensive precaution when one of HMS Brocklesby's accidentally col-lided with its quarry and set it

Commodore Christopher Craig said Navy divers had spent "two dirty, dangerous months" clearing the major ports of Shuaiba, Shuweikh and Kuwait City.

And the British task unit's commander, Cdr Mike Nixon said his men had "battled through simply atrocious conditions, diving among oil, booby traps and literally hundreds of bodies that had just been dumped off the quayside by the invaders." invaders." Last month HMS Dulverton

and Ledbury came home to Rosyth, closely following HMS Hurworth, Atherstone and Cattistock's return to Portsmouth. Around 30 Allied ships are still involved in the clearance oper-

involved in the clearance operation and have now been joined by units from Japan.

The Leander Class frigate HMS Scylla and the Type 42 destroyer HMS Glasgow left Portsmouth to relieve HMS Exeter and HMS Manchester. Meanwhile the RFA Resource returned for a two week stopover before embarking once over before embarking once again with freight for the Gulf

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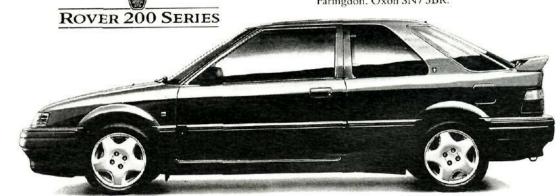
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# 'Safe into the haven guide'

The smiles say it all — the Kurds had thought there was only one kind of soldier until the Royal Marines arrived.

As they fled in terror from the army of Saddam Hussein, into the mountains of Northern Iraq, they had only known the kind that loot and destroy. Now they have seen some of the world's toughest fighting men shed tears over sick and dying children, stroke the hair of a woman in labour to soothe away her fears as they rushed her to a field hospital by helicopter, gently lift exhausted refugees from the back of a four tonner, patiently charm the latest victims of the Iraqi dictator into returning to their ransacked homes.

Operation Haven, to build camps to accommodate a potentially huge tide of humanity that comprises the world's largest stateless nation, and Operation Provide Comfort, to supply refugees on the borders with the basic needs of survival, are part of an awesome task in which seven western nations are taking part — but the Marines are taking the lead of every phase.

They have occupied a series of key Kurdish villages and are carrying out five day patrols in the mountains to build up the confidence of a badly frightened people — who are now also suffering from the depredations of bandits.

For the Allied forces now provide the only law and order in a country overrun by guerillas and thieves who spirit away anything that is not nailed down — including air-dropped relief supplies that chance to drift just a short way from the camps.

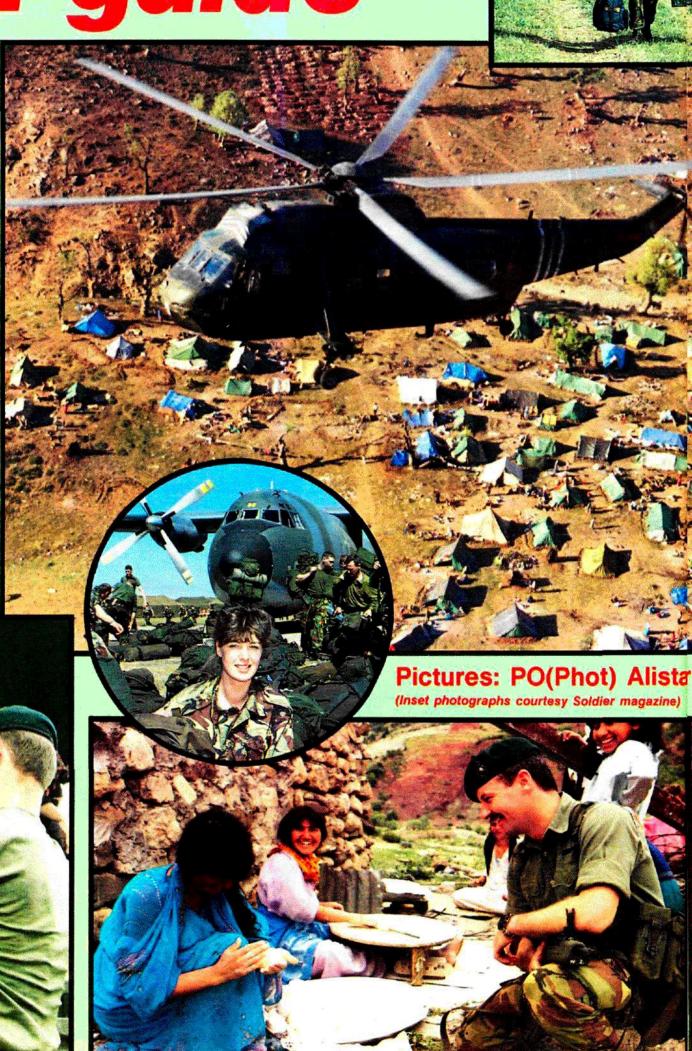
### **Epidemics**

In so doing, they have drawn the threat of danger toward themselves. Brigadier Andrew Keeling, commanding 2 Cdo Bde, has stressed the humanitarian side of the operation — "We're not looking for a punch-up." But Kurdistan is a place where everyone must step warily. Just a few hours after X-Ray coy arrived as the first British troops in Northern Iraq, two American soldiers were injured by an explosion in the mountains — probably caused by an Iraqi mine.

Perhaps most dangerous of all is the risk of epidemics. Wren PO Mary Norris, serving with the Navy medical team, told Navy News every child she had seen was affected by diarrhoea, rickets or scabies. Nearly 70 per cent of the child deaths were under fives.

So Marines tour the tents, discreetly inquiring about tummy troubles, watching out for attacks of measles.

LCpi Rob Maclean: "Its absolutely terrible when you see the children suffer. Having a daughter myself brings it home to me all the more ..."





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## At Your Leisure



Above: Portrait of David Wanklyn by Harry Morley RA. Commissioned by his brother officers, it hangs in HMS Dolphin

## **Patients rewarded** by creation of **QARNNS**

QUEEN Alexandra's Royal Naval Nursing Service was just two years short of its centenary when the Admiral-ty Board decided in 1982 that men should be admitted to its ranks.

Previously, male nurses had served in the Royal Navy and female nurses in the QARNNS, but this had given rise to anomalies.

Over the centuries both men and women had been involved with nursing sick and injured sailors. A naval welfare regulation dating back to the end of the 12th century ordained that a mar-iner too ill to work was to be put ashore by the ship's master and provided with care and lodging, a candle and one of the ship's boys companion and messenger.

Barber surgeons, hospital ships, public hospitals and private philanthropy fol-lowed. The foundations of Haslar Hospital were laid in 1746 and its first hundred patients received in 1753. Stonehouse Hospital in Plymouth was completed in

The nursing staff of these new naval hospitals was female; usually the widows of seamen or marines. But far from being angels, many of these nurses gained a reputation for drunkenness. thieving and aiding naval deserters

In 1854 an attempt was made to create an all-male nursing service, though the results weren't all that might have been hoped.

Admiral Sir Reginald Bacon wrote of his stay in a naval hospital in 1882 when he was a midshipman, "... there were no lady nurses, we had three old pensioners to look after our ward. The senior was an old gentleman with a long white beard who had been a Royal Marine in some bygone age, his one interest in life was to read

Darwin's books, which he did hour by hour.

"The next was an ex-petty officer, who was lame and deaf and blind. He was absolutely useless from every point of view; his speech was also difficult to understand.

"The last was an ex-captain of the hold, fresh from rolling casks about the holds of ships, and much more suited to this class of work than to handling patients."
Thank heavens, then, for

Florence Nightingale, who, in the 30 years from 1854 to 1884 "raised nursing from the sink." The improvement in civilian nursing standards had its effect on the Service sphere and already by 1881 change was being mooted. An official minute records:

"I see no reason why, as highly respectable female nurses are employed in our civil hospitals, our sailors should any longer be denied the invaluable benefit of good nursing in our naval hospitals."

And so the ground was prepared for the establish-ment of a female nursing service for the Navy. In 1901 Queen Alexandra (wife of King Edward VII) asked to have this under her own "special charge."
The history and develop-

ment to the present day of Queen Alexandra's Royal Naval Nursing Service is very well recounted by Kathleen Harland. Copies (at £8.50, which includes postage) are available from the Editorial Secretary, Journal of the Royal Naval Medical Service, Institute of Naval Medi-cine, Alverstoke, Gosport, Hants PO12 2DL.

OCCUPYING pride of place in the wardroom in HMS Dolphin is the portrait of the most highly decorated Royal Navy hero of the Second World War.

Lieut.-Cdr. David Wanklyn, top submarine ace, was awarded the Victoria Cross and three DSOs before his command, HMS Upholder, was lost with all hands off Tripoli in April

In 25 patrols over 16 months in 1941-42 Upholder sank 129,529 tons of enemy ship-ping — including two U-boats, a destroyer, 15 transport and supply ships, and probably a cruiser and another destroyer.

Wanklyn's brilliant leaderwantyling softmant leader-ship and his qualities of mo-desty, ability, determination and courage were an inspira-tion not only to his splendid crew but to the Malta-based 10th Flotilla and to every unit of the Royal Navy operating in the crucial central Mediterranean war zone. He had become a legend before he left on his last

Unaccountably, outside the close confines of the Submarine Service, Wanklyn has remained one of the least known of naval heroes.

Jim Allaway, Deputy Editor of Navy News, who spent six years on the staff of Flag Officer Submarines, took two years to research the life of David Wanklyn, the dramas of his highly successful patrols and the recollections of those who knew him.

His book — Hero of the Up-holder — is a sensitive and highly-readable portrait of the Submarine Service's most re-vered and, at the same time, most elusive personality.

Wanklyn's magnificent cawanklyn's magnificent career was obviously a key factor when it was decided to give the name Upholder to the first of the latest class of Royal Navy submarines. The HMS Dolphin-based boat, packed with highly-sophisticated weapons and electronic technology is a far cry from her predecessor. far cry from her predecessor. She is nearly twice as fast,

able to dive much deeper, and light years in advance in terms of space and comfort for the crew than the U-class boat Up-holder which Wanklyn accepted from Vickers at Barrow in

August 1940.
She arrived in Malta on January 14, 1941 at the height of the German air blitz on the George Cross island and ten days later slipped out of harbour on the first of the patrols which were to bring fame and eventual oblivion to Wanklyn and his brave men and his brave men. Upholder was pre-eminent in

the RN submarines' efforts to starve Rommell's supply lines across the Mediterranean to North Africa — one of the most telling factors in the Allies' victory in the Western Desert.

And her much-decorated commanding officer was by common consent the lode-star followed by the submarine skippers of the 10th flotilla. In a foreword to the book

Admiral of the Fleet Lord Fieldhouse of Gosport, who was Flag Officer Submarines 1976-78 writes: "David Wank-lyn has been held by successive generations of submariners as the archetypal CO whose bra-yery and high professionalism have never been in doubt.

"He will always be, by defini-tion, a legendary figure, but with this book the legend is brought to life."

Hero of the Upholder, the story of Lieutenant-Commander M. D. Wanklyn, VC, DSO \*\*, is published by Airlife Publishing Ltd at £16.95.

## SAILOR'S DELIGHT

RELATIONSHIPS between mariners, maids and matrons down the provide the ears theme for the latest tape by popular naval balladeer Cyril Tawney.

Unlike previous cassettes of the series, the songs of "Sailor's Delight" are restricted neither to the 20th century nor to the Royal Navy. And, no sur-prise, it wasn't just the three nice girls who loved

"Yet good or bad, young

or old, loyal or treacher-ous, Jack sang about them all," says Mr. Tawney. Some of the offerings are sad, some saucy, with such titles as New York such titles as New York Girls, Chinese Maiden's Lament, The Man at the Nore, Cupid's Garden, The Sailor Cut Down in his Prime, and Maggie May. (For purchase details, see advertisement on this page.)

## Dicey torpedo brings Das Boot to heel

THE Type VIIC U-boat, workhorse of Dönitz's underwater campaign in the Second World War, became familiar to millions of viewers through the TV adaptation of Lothar Buchheim's "Das Boot." It was the most successful German submarine — yet it was designed primarily to carry out surface attacks, working in co-ordinated packs against Allied convoys.

To fulfill this function it needed the sort

of range, speed and armament associated with larger boats — and the manoeuvrability and fast diving ability usually enjoyed

by smaller varieties.

These requirements were actually realised in the Type VIIB design, which was exactly what Dönitz wanted. Only the emergence of a new active sonar device, necessitating the addition of an extra full frame section, led to the model which became the best-known exponent of his

strategy.

In Type VIIC U-Boats (Arms and Armour £18.95) Robert C. Stern explores the history of this and other variants, including the minelayers (VIID) and torpedo supply

More than 700 were built - some of

them completed by the Russians after the end of the war — and as many more ordered or planned. The huge construction programme is all the more remarkable because of differences between and within the various sub-types meant that Type VIICs were never mass-produced - like, aircraft or tanks, say.

Crew space in all submarines of the period was cramped — Type VIIs were even more crowded and the rations, compared even with their British counterparts. were abysmal.

The German boats were wetter than most, too. Lacking air conditioning or any other means of reducing humidity, once something got wet it stayed wet — and that included the crew, of course.

All these discomforts were naturally sub-ordinate to the Type VIIC's efficiency as a weapon system. Stern notes that the T5 torpedo — which "put a real scare into the Allies and led inevitably to tactical and technical countermeasures — had its short-comings, though. It was constantly subject to premature detonation due to a pistol that was sensitive to turbulent water — a that was sensitive to turbulent water — a common occurrence as its snaking course often caused it to cross the wake of its

Thus the official 50 per cent hit rate was, happily for the Allies, well wide of the mark. With a more realiable main armament the Type VIIC might well have won Donitz's Tonnageschlact in the Atlantic.

The Type XXI U-Boat (Conway Mariana Page Co.)

time Press £20) might have tipped the balance — but arrived too late to change the course of the war at sea. In the latest of the popular Anatomy of the Ship series Fritz Kohl and Eberhard Rossler investigate the development of the electro-submarine designed to spend the majority of its time submerged, running on huge batteries re-charged via a schnorkel mast — which later served as the intermediate stage between conventional submersibles and the true submarines of the nuclear age.

With the added benefit of an automatic torpedo reloading system, this could be said to be the most remarkable of all 1939-45 designs.

As ever, the combination of an authoritative text with photographs and a comprehensive set of plans — the latter supplied by Köhl, doubly qualified as ex U-boat man and technical draughtsman — will make this volume a must for maritime en-thusiasts, serious historians and model-

## MADE **EASY**

HIS Majesty's Submarines, produced by the Ministry of Information in 1945 — before the close of hostilities — was a good piece of propaganda at the time and it still has it uses.

Now reprinted by R. J. Lech and Co. at £4.95, its outstanding merit is that it was prepared for the gen-eral reader, and thus all the complexities of subma-rine construction, tactics and the division of duties among the crew is simply explained for the layman (a term which might also be applied to anyone in Gen-

applied to anyone in General Service.)
Key operations in Norway, the Channel, Mediterranean and the Arctic are vividly told — but publication came too early to cover the closing stages of the campaign in the Far East.

## COPS AND COBBERS

THREE top stars, one each from the 60s, 70s and the 80s, preside over this month's film releases, all offering stylish variations on the images that brought them fame and fortune. Senior superstar, now enjoying his fourth decade in the hall of fame, is Clint Eastwood who, in The Rookie, again runs off one of his hard-bitten cop characters - Dirty Harry, in fact, in everything but

Once again he's having trouble with a new partner

odds, as the soundtrack again reverberates to the



## Screen Scene

and once again he's obsessed with bringing to book a slimy sadistic criminal. The novelty here is the elevation of the partner, in the person of Charlie Sheen, to co-star status, with the evi-dent intention of attracting a younger audience than that represented by the increas-ingly aged fans of senior citizen Clint.

This, so to speak, May/ December pairing works perhaps less well than one might have hoped: Sheen's customary humourless intensity may be a factor here. But there are enough car chases, shoot-outs, sieges, rescues and violent explosions to satisfy the most de-manding fan of action thrill-ers, and Eastwood himself effortlessly dominates the

Incredibly, it's 15 years since Sylvester Stallone's Rocky first slugged his way on to the screen. Now, with Rocky V, we apparently reach the end of the trail. It's reported, in fact, that according to the script, the Rock was supposed to die in the last reel, until an outraged studio vetoed the idea, feeling that otherwise the box office might suffer a knockout blow.

In a neatly engineered reversal of fortunes, Rocky and family are returned to their native Philadelphia, underdogs once more. But needless to say, fate gives the battling bum one further

chance to overcome the "HMS GANGES, the Final Fare-HIS GANGES, the Final Fare-well." Ideal birthday/surprise present. Video documentary including all aspects of GANGES prior to demol-ishing. NELSON HALL, LAUNDRY HILL, SICK QUARTERS, COVER-ED WAYS, GYMNASIUMS, SPORTSFIELDS, HARBOUR, etc.

One tear-jerking hour of nostalgia. Produced, directed by JOHN DOUG-LAS, author "HMS GANGES, Roll on my dozen!" S.A.E. details: Douglas House, Boscawetha, Penmarth, Carnmenellis, Nr. Redruth, Cornwall TR16 6NX.

sound of titanic blows being struck and great musclebound torsos colliding with the art direction.

"The 80s" - already the phrase is beginning to sound vaguely historical. One of the biggest (in every sense) celebrities to emerge during the decade was Arnold Schwarzenegger, specialist in monolithic tough guys but, after Twins and now Kindergarten Cop, evidently seeking to promote a more loveable image. (His recent marriage into the Kennedy clan has been interpreted by some as prefiguring political ambi- Senator Schwarzenegger may not be far down the line.)

The film is a comedy-thrill-er, with the accent more on the former than on the latter, which casts the two-ton Teuton as the toughest cop on the force, having to masquerade as a nursery teacher while on the trail of a drug dealer and his homi-cidal Ma. The movie itself is a thoroughly professional and entertaining mixture but, for most tastes, its star re-mains about as endearing as a cement mixer.

Blood Oath completes this month's quartet of releases, the true story of the discov-ery in 1945 of a mass grave of Australian POWs on the Indonesian island of Ambon, and of the war crimes trial which followed. Bryan Brown is on form as the pro-secutor determined to see justice done, while George Takei (Star Trek's Mr. Sulu) is suitably loathsome as the camp commandant respon-sible for the atrocities.

Jason Donovan also appears, somewhat incongruously, as a veteran foot-slogger, although the spectacle of little Kylie un-der a slouch hat is heartlessly denied us.

Bob Baker

## At Your Leisure

## n which he

served PHILIP Ziegler's warts and all biography of Mountbat-ten has not diminished his stature, nor was it likely to. What still makes the great man so interesting is the di-vergence of opinion over

his leadership qualities — even his admirers could praise and damn him in the same breath.

Thus Cunningham might say to Dudley Pound: "I like and admire Mountbatten" — and admire Mountbatten — and tell an officer who survived the Kelly's sinking: "The trouble with your flotilla, boy, is that it was thoroughly badly led."

It is his only period of war service at sea as Captain (D) of HMS Kelly and the Fifth Flotil

HMS Kelly and the Fifth Flotil-la that Richard Hough highlights in Bless Our Ship (Hodder and Stoughton £16.95), released last month to mark the 50th anniversary of the loss of the destroyer immortalised by Noel Coward's thinly-disguised biopic "In Which We Serve" which made it "the most re-nowned rather than the most needlessly battered ship of the

Capt. Edward Dunsterville. who was closer to Mountbatten than any other officer during this period, while underlining the undoubted truth that the force of her commanding offi-cer's personality made the Kela very happy ship, notes that "it was only when it was all over that we began to think about the clangers.

And there was a perfect carillon of those — rung, it seems, as much through the vanity Zielger classified as "mon-strous" as by instances of surprising incompetence in one so dedicated to his craft. Both came together when the Kelly was sent to intercept the cap-tured British trawler City of Flint, on her way back to Germany with 600 captive seamen on board.

As Mountbatten raced across the North Sea, Dunsterville advised him they were heading for a part of the Norwegian coast the ship must already have passed — but he insisted on keeping to his course and thus missed his quarry.

"I really was hopping mad over this," Dunsterville recalled. "It is absolutely basic that in any intercepting situation like this you go the posi-

tion furthest on your target could have reached and then work back. But Mountbatten would have none of this. He wanted to catch the ship first and at once, to make a splash. In spite of wartime he still thought of making a splash first instead of viewing the sober merits of the case."

And then Mountbatten had to head for home at high speed — too fast for the heavy

weather, thought some.
"At 28 knots she was hit by a
huge wave which rolled her over to 50 degrees on her starboard side, carrying away her guard rails, boats and davits, along with an off-watch stoker who was never seen again.

Mountbatten covered up his folly by praising the Kelly's designer — a destroyer had never been known to survive such a violent roll. He had the knack violent roll. He had the knack of disguising his worst mistakes in this way, skilfully bending the truth to reflect credit upon himself — and his ship. And his men loved him for it — for paradoxically his gigantic egotism is one of the most attractive parts of his complex make up parts of his complex make-up.

So many officers were irritated by his flamboyance and his ostentatious parade of the wealth he married — though both he and Edwina made generous use of it to lighten the entire ship's company's lot under the burden of wartime privations.

His concern and close attention to detail in his relationship with his men — as much as his vanity and liberality as a bon invite with Nelson.

But Mountbatten's hero was Beatty. All three were re-nowned for their dash — yet sometimes, like Beatty, Mountbatten had too much dash for anyone else's, if not his own,

In fairness, he often had the grace to admit he had been in the wrong — and might have been amused at the dirt now being dug over his name. Well, some of it . . . The best-known story of the Kelly — which he was fond of relating himself — has a stoker Petty Officer bobbing to the surface beside him

after she went down off Crete on May 23 1941. "Funny how the scum always comes to the top, sir," he said.



Above: From Bless Our Ship a happy gathering of "The Fighting Fifth" Captains, with Mountbatten himself being uncharacteristically camera-shy.

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## MERCY MISSION

From page one

at Colombo to embark additional personnel and stores. She anchored off Cox's Bazaar, the exotically named town at the centre of one of the areas worst hit by the cyclone, which left more than 100,000 dead and many more homeless.

Reconnaisance missions showed that countless square miles of paddy fields had been ruined by salt water. As the helicopters flew overhead, pathetic figures waved and beckoned from the remnants of their homes.

"We were all saddened by those scenes," said Sub-Lieut Tim Julian, pilot of one of the Sea Kings of 826 Squadron. "Not only have those people lost their homes in many areas. but they have been left nothing to harvest. Paddy fields which should be green are all brown. destroyed by salt water. Settle-ments have just been swept

away. "Wherever we flew, people gestured for us to land to feed them, but yesterday we had to fly on because we had nothing to give them. That is why today it is so satisfying to go to those same areas fully loaded.

Within a few hours the busy

loads of grain — two tons at a time slung beneath the aircraft. Soap, sanitary equipment, cooking oil and medical supplies also got through to desper-

carrying out their tasks in sweltering temperatures and drowning humidity, the men of the Royal Navy, Royal Fleet Auxiliary Service and Royal Marineaus and Royal Marineaus are leaded. Marines are keenly aware that they are working against the

"To some extent it is a race to get as much relief work done before the south-west monsoon sets in," said the Fort Grange's commanding officer, Capt Bar-

Cdr. Mike Norman, senior naval officers co-ordinating the effort, said, "Working in relays our four Sea King aircraft are lifting supplies from Cox's Batter to the headest, bit areas as zar to the hardest hit areas as far north as Kutubdia." He said the Royal Marines

on board the ship would soon establish a boat camp at Kutub-dia, on Kutubala Island about 40 miles north of Cox's Bazar. From there the Marines' six Rigid Raiders and the Fort Grange's three large inflatable craft will relay airlifted supplies the myriad of flooded

Lieut. John Parris, RNR

## Men of affair

THE First Sea Lord, Admiral Sir Julian Oswald, has congratulated the Royal Naval Reserve Public Affairs Branch on its role in Operation Granby.

Although the RNR was not officially mobilised during the Gulf war, 19 members of its Public Affairs Branch were actively involved, acting as press escorts, and briefing officers and media advisers to com-manding officers. In this role they were augmenting the work of MOD Public Relations staff and Active Service personnel. Lieut. John Parris. (left) a

floor manager and producer for HTV in his civilian job, served in HMS Gloucester for six weeks escorting ITN newsmen. Public Affairs Officer, Lieut.

Mike Maryon, a PR manage and information officer for a regional health authority, escorted maritime media res ponse teams on board HMS

Public Affairs Officer, Lieut-Cdr. Phil Treloar took time off from his professional job as public relations manager, Ferranti Naval Systems, to become ranti Naval Systems, to become involved in press facilities at Dubai, Jebel Ali and Abu Dhabi, while Lieut-Cdr. David Pickup, a principal lecturer at the Royal Military Academy Sandhurst, worked both ashore from Bahrain and with the trade and technical press embarked in RFA Argus.

barked in RFA Argus.
As well as the congratula-tions of the First Sea Lord, there was tribute to the work of the branch from Admiral Sir

Jeremy Black, CINCNAV-HOME.

The branch was formed in 1985 after recommendations following the Falklands war that the Navy should be able to call upon a pool of uniformed officers to work closely with DPR(N) and the Government Information Service in time of

tension or war.

As well as serving in the Gulf, several members of the branch also acted as media briefing officers at the Joint Forces HQ RAF High Wy-

combe. "The branch contributed over 120 weeks of work to Operation Granby said branch senior officer, Cdr. Wendy Ellison WRNR. "We have a current strength of 33 RNR Public Affairs officers. They have all served in the Royal Navy and most work in full-time media-related jobs as civilians".

## **Turrific** times!

TURBULENT'S busy year at sea has been rewarded with the presentation of the Marconi Communications Award, pre-sented whilst the nuclear fleet submarine was in Devonport by the Captain Second Submarine Squad-

ron, Capt. James Perowne. Since completing her DED, Turbulent has taken in Exercise Northaxe and Westaxe, carried out trials programmes and "Perisher" courses, and visited Cape Canaveral and Fort Lauderdale in Florida, and Andros Island in the Bahamas.



## Accommodation/Miscellaneous



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Portsmouth Field Gun Crew — used to keeping pretty 'dry'

while training for the Royal Tournament — were happy to quench their thirst with de-alcoholised wine in anticipation of National Drinkwise Day this month.

The Navy's Alcohol Education Team, also based at Whale

Island, has an on-going role in promoting sensible drinking. A pair of CPOs are available to give presentations to all ships and establishments and to wives and youth organisations. Drinkwise Day, on June 11, is a country-wide event to under-line the safe limits of drinking by drawing attention to the level of alcohol in your favourite tipple.

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sent a tape-recorded message to his ex-ship's company. They have all kept in touch for the past six years and have toasted the ship every year on October 23, the anniver-sary of when the ship struck a mine off Mandelena

ship every year on October 23, the anniversary of when the ship struck a mine off Magdelena.

HMS Chanticleer: Any ex-shipmates, particularly Lieuts. Gooch and Metcalfe. Kitty Wells. Hattersley. Terry Byrne, Sandy and Scouse Farrell, interested in a reunion please contact. Bill Thompson, 13. Nuttall Sq., Bury BL9 95X (tel. 061-796 5708).

HMS Glamorgan Falklands Reunion: It is planned to hold a "10 years on" reunion in Portsmouth in June 1992. Anyone interested in attending is requested to contact Lieut.-Cdr. Alan Watt, Secretary to NBC Clyde, Clyde Submarine Base, Dumbartonshire GB4. BHL,

HMS Gloucester: The 50th anniversary of

shire GB4 BHL.

HMS Gloucester: The 50th anniversary of the "Fighting G" in the Battle for Crete May 1941 was held in Plymouth last month. Details of the "Fighting G" Club can be obtained from Mr J. Stevens, 20 Barle Gardens, South Ockenden, Essex RM15 50P.

HMS Ramillies: On behalf of former shipmates Mr Charles Pickering would like to thank Eric Marks, of Blackpool, who worked so hard to arrange their first reunion which turned out to be a most memorable occasion.

HMS Fisgard: Ex-artificers who joined as

HMS Fisgard: Ex-artificers who joined as 41, 42 and 43 entries in 1961 are invited to a 30th reunion celebration at HMS Daedalus, Lee-on-Solent, during the weekend of October 25/26. Those interested should send a SAE to the Reunion Secretary, John Buchan, 13 Gosport Rd., Lee-on-Solent, PO13 9EJ (tel. 0705 55 5530).

an, 13 Gosport Rd., Lee-on-Solent, PO13 9EJ (tel. 0705 551530).

RM PT Branch: The 20th reunion will be held on October 12/13 at CTCRM Lympstone. All past and present PT officers and instructors, together with their ladies, are invited to attend. Those on the current mailing list will receive a pro-forma. If this will be your first reunion please contact WO1 Judd Barker RM. PT Complex, CTCRM Lympstone, Devon (tel. 0392 87 3781 ext. 468) marking the envelope "1991 Reunion".

HMS Serene (1944-46): The 12th reunion was held at the Community Centre, Lingfield, Surrey and among the 35 members who attended was Ed Stephenson from Canada. Further information from Mr E. Drummond, 5 Green Way, Skye Lane, Scarcroft, Leeds LS14 38J (tel. 0532 892222).

HMS London (1947-49): The next reunion will be held in Portsmouth at the Royal Sailors Home Club on April 25/26, 1992. Further information from John Parker, 13 Bromyard Crescent, Paulsgrove, Portsmouth 26 38P (tel. 0705 377539).

Correction to HMS Carystoot — Junglie Cocktail Party: A reunion of Junglies will take place at Sherborne Castle

Junglie Cocktail Party: A reunion of unglies will take place at Sherborne Castle Junglies will take place at Sherborne Castle on July 26. For security reasons, entry will be by ticket only (maximum one guest). Requests, with mess no. to 707 Naval Air Commando Squadron, RNAS Yeovitton. For

further information contact Lieut Jacqui Marshall, 0935 840551 ext. 6013/6271.

The Russia Convoy Club: The next two meetings of the North and East Midlands Branch will be held at the RNA Club, Coulson Road, Lincoln at 1100 on June 29 and August 31. Any queries to Roy Willis, 19 Lindsey Close, West Bessacarr, Doncaster (tel. 0302 538191).

(rei. usu2 536191).

Portsmouth Field Gun reunion and AGM will take place at HMS Excellent, Whale Island, on June 21/22, Enquiries to P. Ruddock, Portsmouth Field Gun Association, 56 Kingsley Road, Milton.

Rodney Division Artificer Apprentices (1937-40): The third reunion will be held at the RNEBS Memorial Club, Holland House, Clarence Parade, Southsea, on June 12/13. Details from Nat Short, 13 Verbena Cres., Cowplain, Portsmouth PO8 9DD (tel, 0705 pp. 501.)

HMAS Parramatta (Tobruk 1941): Survivors, relatives and friends are invited to join with HMS Auckland at the Naval War Memorial, Southsea, at 1430, June 22. For details contact J. M. Bennett, 0705 379730.

### Reunions

HMS Emerald Assn. Held its 5th reunion at the Union Jack Club, Waterloo, on April 20, when 55 old shipmates and friends enjoyed lunch. Information about the association and future reunions is available from Colin Houldey, 3 Gloucester Rd., Willerby, Hull, HU10 6HW (tel. 0482 651652).

HMS Frobisher Assn: A reunion will be neld in the Royal Sailors Home Club on September 7, in the Nuffield Bar. Details from Charlie Connelly, 12 Citizen House, Harvist Est., Hornsey Rd., London N7 7ND.

D.E.M.S. Assn. (Southern): A successful seventh reunion was neld on April 20 at Hanworth RNA Club. Current membership now stands at 121. All enquiries to Len Bainborough, 89 Shelson Ave. Feltham, Middx., TW13 4QT (tel. 081 890 4233).

HMS Constance: Reunion details are available from Ernie Balderson, 43 The Old Place, Sleaford, Lincs, NG34 7HR (tel. 0529 413410).

6th Destroyer Flotilla (1944-46): A reunion of the Revented of the Parkey of the Period of the Parkey Held of the Parkey Held

Place, Sleaford, Lincs, NG34 7HR (tel. 0529 413410), 6th Destroyer Flotilla (1944-46): A reunion will be held on Oct. 19 at the Royal Sailors Home Club, Anyonie who served in HM ships Caesar, Cambrian, Caprice, Carron, Carysfort, Cassandra, Cavalier, Cavendish and Petard will be most welcome. Further details from Mr R. Millward, 1 King St., Chester CH1 2AH (tel. 0244-315755), HMS Cotton (K510) (1943-45) reunion will be held at Southport on August 16-17, Survivors of HMS Goodall and ships of the 18/19 Group, including HM ships Loch Shin, Loch Fadder, Loch Inch, Anguilla, Farnham Castle and Honeysuckle are welcome. For further details contact Len Haydock, 94 Grimshaw Lane, Ormskirk, Lancs 139 1PE (tel. 0695 577944/051 929 1036).

VAD RN Assn. are holding their 10th

VAD RN Assn. are holding their 10th anniversary reunion at the Victory Services Club on June 22. Further details from Mrs S. Russell, 42 Norwich Rd., Chichester PO19 4DG

HMS Rocket (1943-45): The third reunion will be held at the Union Jack Club, Water-loo, on September 7, in the Burns Room. Please contact Bill Clitheroe on 081 202 5996 for further details and bookings.

HMS Isis: A reunion will be held at the RNA Club, Leyland, on July 20. Ex-shipmates and relatives are welcome. Further details are available on 091 252 6048.

HMS Prince of Wales and HMS Repulse Survivors Assn: Further details about the newly-formed association are available from Ken Byrne, 115 Headley Drive, New Addington, Croydon CRO OQL (tel. 0889 849306).

RN Patrof Service: The newly-formed Merseyside branch meets at the Royal Naval Club, Wallasey, on the third Wednesday of each month. Further information is available from R. F. Balshaw (tel. 051 608 5017) and J. C. Buttery (051 652 3858).

D-Day LSTs: Survivors from LSTs taking part in the D-Day landings enjoyed a reun-ion at the Crest Hotel, Portsmouth, The two

known survivors of LST 302. Geoff Drummond and Jim Williamson, are eager to hear from anyone who served in the craft. Please contact the curator of The Museum of D-Day Aviation, Manor Farm, Chichester, West Sussex, where a special display is being mounted.

Submarine Old Comrades' Assn: The Merton branch of SOCA have dedicated their standard, 220 members and 28 standards were paraded making it a day to remember. For further details of the branch contact Alec Wingrave, 58 Tintern Rd., Carshalton SM5 1QQ (tel. 081 644 3876).

War Widows Assn. will hold a Service of Thanksgiving for Courage to mark the 20th anniversary of its formation. The service will be held at All Hallows by the Tower, Byward, London, on August 11 at 2.30pm. The sermon will be preached by Father John Krijsh and Jesops will be reached the read by the service of the se John Knight and lessons will be read by the president of the association. Baroness Strange, and the chairman, Mrs Hilda Cooper. Anyone wishing to attend please con-tact Mrs Hazel Murphy, 52 West St., Gor-seinon, Swansea SA4 2AF.

Medical Branch Ratings and Sick Berth Staff Assn.: On April 27 the association held their annual dinner and reunion in the Semor Rates Mess RNH Haslar. Patron and guest of honour was Medical Director General SRA D Lammiman. Further details of the association from Harry Mitchell, 3 Helena Road, Southsea, Hants PO4 9RH

HMS Hesperus H57: The third reumon will take place at the RN and RMA Club. Lorne Road, Northampton on Sept. 27 Those not already in touch please contact Bungy Edwards, 69 Oakgrove Place, East Hunsbury, Northampton NN4 0SB (tet. 0504 753273)

HMS Carysfoot (1966-69): The first reun-ion, held on March 23, at Gloucester RNA Club, was a great success. Jimmy Green and Ted Addis would like to thank all who travelled so far to attend. A special thank you also goes to Charlie Aitken Services, of Lee-on-Solent for helping sponsor the re-union. A second reunion is being planned for 1992.

Aircrew Assn: The association is now over 13 years old and has a membership approaching 15,000, of whom 1,600 are overseas. Membership eligibility is determined by one single criterion — that the applicant (male or female) has been awardapplicant (male or remaile) has been award-ed a "flying badge" donating qualification within an official recognised aircrew cate-gory. For further information and an appli-cation form contact Fred McMillan. 16 Mar-escroft Rd., Slough, Berks SL2 2LW.

HMS Cromarty: A party of 15 (eight men five wives and two widows) enjoyed the first reunion of survivors of HMS Cromarty. The ship's commanding officer, Capt. C. Palm-er, was unable to attend due to illness but

## Calling Old Shipmates

HMS Penn 1944: Mr J Pigram, Brookvale, Off Spring Rd., Clacton on Sea CO16 8RY (tel. 0255 821388) wishes to hear from AB Edmuns (or Edmunson) who was saved by PO Cutts (or Cutting) when he fell

overboard
HMS Superb (1946): Gordon (Fanny)
Farnsworth would like to contact his best
man, Harry Stringman, who joined the
Superb at Wallsend, and was last heard of
living in Blackrod, Bolton, Contact him at 38
Fenney Court, Eskdale, Skelmersdale,
Lancs WN8 6EL,
HMS Vindictive (1928-29) and HMS Valorous (1937-39): David Wheeler, 82 Collège
Rd., Deal, Kent, would like to hear from old
shipmates

shipmates.
HMS Actaeon (1948-56): Ex-stoker (ME1)
Don Foulds, Coastal Forces RM MTB,
would like to hear from old shipmates. Contact him at 66 Monkspring, Worsbrough,
Barnsley S70 40X (tel 0226 288337) or RNA
Barnsley branch.

Barnsley branch.

HMS Crane (1946): Lofty Gardner, 20
Faygate Cres., Bexleyheath, Kent DA6 7NS, would like to get in touch with old shipmates. Is there a HMS Crane association?

mates, Is there a HMS Crane association?
HMS Faulknor (1940-44): Ron Smith, 64
Buccleuch St., Kettering NN16 9EE, has returned to England after 30 years in Canada
and would like to contact old shipmates
who served in HMS Faulknor or in any F
Class ship, with view to a reunion. He would
also like information about Capt. Scott
Moncrieff who went on to command in
Korea.

Monchell Wild Wells Stamar and Lock Korea.

HQBF HM ships Tamar and Lock Lomond/Belfast: Bob Shaw (formerly Hong Kong W/T) would like to hear from Leonard (Harry) Medhurst HQBF Hong Kong in 1954 and D. J. (Dave) Watts, ex-LDG Sig/Yeoman HMS Loch Lomond/Belfast, believed emigrated to New Zealand in the 1970s. Please reply to R. E. Shaw, 115 Tenth St. Hong Lok Yuen, Tai Po, NT Hong Kong.

HMS Glasgow (1940-42): Blacky Cox. would like to hear from old shipmates from 5D mess, including Bert Covington, Dusty Miller, Ginger Bouchier, Stan Jurd, Ray Cattell, Syd Woodlands and Stroppy Welsh. Contact him at 15 Gatelield Court, Hollingreave Rd., Burnely BB11 2JF (tel. 0282 25686).

25886).

HMS Bluebell, 1941 — Lieut.-Cdr Maxie Shean, 2/6 Bindaring Parade. Claremont. W. Australia 6010 would like to hear from any of the crew who took part in the attack on the U-boat of 11 Dec 1941.

any of the crew who took part in the attack on the U-boat of 11 Dec 1941.

RN Engine Room Assn: The association has been going for 15 years and members would like to hear from shipmates further afield with view to extending the association. Anyone interested should contact Mr C. Searle, 021 477 9037.

L.C.H. 243: Gordon Brown (ex-ship's cook) would like to contact former shipmates who were based at Instow, north Devon, during 1948-49, in particular, Stores Assistant Dusty Miller, believed to have come from the Preston area and who had worked as a bank clerk before his National Service. Contact him at 19 Aviemore Rd., Doncaster DN4 9ND (tel. 0302 852502).

HMS Collingwood Class 87 U/S: Mr B. Amiss would like to contact anyone from class 87 U/S, who then went on to Scotia, Ayrshire, and Class 236 (early 1943), in particular, Jimmy Rowan, of Paisley. Write to him at 9 High Hill, Hickling, Norwich NR12 DC.

LC1 240 (L): Bill Sageman (Cookie), 11

0XZ.

LC1 240 (L): Bill Sageman (Cookie), 11
King St., Walmer, Nr. Deal CT14 7JL (tel.
0304 373233) would like to hear from any
shipmate serving in the same commission
in Brooklyn, NY.

in Brooklyn, NY.
Tullichewan Castle (1942-46): Hazel
Moore, Vine Cottage, 95 Vine St., Darlington, Co. Durham D13 GHP, is researching
and writing Tullichewan's history. If you
served at this WRNS training camp (later a
RN holding camp and demob centre) please
write to her with your experiences. Anyone
interested in a reunion should also make
contact.

HMS Wolverine rescued survivors from Empire Whimbrell, New Zealand Shipping

Company, in the North Atlantic, Stan Kebble (Radio Operator) wishes to contact A. Whiting (Wireless Operator) on HMS Wolverine or any shipmates who may be able to help find him. Please contact F. J. Cable, 382 Moorside Rd., Flixton, Manchester M32 2TI

2TL.

HMS Caledonia (1961-63): Ian Broun, 63

Hadyard Terrace, Dailly, Girvan, Ayrshire

KA26 9SR, ex-Engine Room Artificer Apprentice in the RNZN, completed his training in Rodney Division in HMS Caledonia in

Rosyth from August 1961 until December

1963 and would like to contact ex
shipmates.

shipmates:
HMS Indomitable: On the 50th anniversary of her commissioning Jim Haldane would like to hear from any of the cooks who served on board during 1941-44. Contact him at PO Box 58, Galston, New South Wales, Australia

tact him at PO BOX 59, Salasson, Wales, Australia.

HMS Puckeridge (1943): George Perry, 45 St. Michael's Court, Tettenhall, Wolverhampton WV6 9AE (tel. 0902 758601) would like to hear from old shipmates with a view to a reunion. A few survivors are still in touch and met at the Royal Sailor Home Club, Portsmouth in October.

touch and met at the Royal Sailor Home Club, Portsmouth in October.

HMS Roberts (1943-45): Charlie Snow.
17 Campshill Rd. Lewisham, London S£13 6QU would like to hear from any ex-ship-mates who have not already contacted him.

HMS Penelope (1944): Buzz Vincent. 22 Pimpala Cres. Bongaree, Brible Ireland, Queensland 4507, Australia would like to hear from old shipmates.

HMS Endurance (1973-75): R. Rossiter, Craigdarroch, Den Rd., Scone, Perthshire PH2 6PY, wishes to hear from old shipmates.

PH2°6PY, wishes to hear from old ship-mates.

HMS Tadoussac (1942-46): Signaiman George Rouse, 54 Lostwood Rd., St Austell, PL25 4JR, would like to contact Kenny Penny, Les Lewin, Bill Moon, Stoker PO Bishop or any other shipmates who served in HMS Tadoussac.

HMS Cubbitt (1945): C. Mercer, 35 Leasway, Grays, Essex, RM16 2HH, would like to contact old shipmates who served in HMS Cubbitt when she, with MTBs 781 and 5001, engaged E-boats in the North Sea, Queen Mary (1939-45): Mr J T. Gregson, 158 Mockingbird Way, Whitting 08759, New Jersey, USA, would like to contact old shipmates, especially Ginger Williams and Bill Fielding, who was his best man.

HMS Walney (1942): Claydon D. Marks,

HMS Walney (1942): Claydon D. Marks, Combined Ops., RCNA, 600 Ridgewood

Cres., London, Ontario, Canada, N6J 3J2 would like to contact Alfred Smith, last known address 4 Wickham Rd., Higham Park, London, E4,

## Over to You

HMS Veteran: A booklet is planned to coincide with the 50th anniversary of the adoption of HMS Veteran by Wrexham during Warship Week 50 years ago. Memories of those who served in her at any time between 1919-42 would be welcomed by Mr. J. Lawton, 3 Bridgeway East, Pentre Maelor, Wrexham, Clwyd. The Veteran was lost in September 1942 while escorting convoy RB1 in company with HMS Vanoc, and former members of her ship's company may also be able to help.

New Submarine Museum, HMAS Platypus, Neutral Bay, Sydney, Australia — Secretary Peter Smith would like to obtain photographs, documents, letters, medals covering Australian submarines, especially AET, AE2, the J-boats, Oxley and Otway.

Chatam Port Division: On June 1 1947, a directory of Officers of the Chatham Port Division who survived the Second World War was printed. Mr. S. Conley, 19 Wisley Road, St Paul's Cray, Orpington, Kent BHS 3DR (tel 081 300 4568) has a number of copies of the directory and would be pleased to forward them to any ex-Chatham Regulators or their families. Please enclose a S.A.E. (6in x.9m).

Dieppe landing 1942: Association Jubilee is organising the 50th anniversary of the

Dieppe landing 1942: Association Jubilee is organising the 50th anniversary of the Dieppe landing and Alain Manoury, 1 Square P. Perrotte, 76200 Dieppe, France, is involved in creating models of the Casino and beach. He would be grateful if anyone could provide photos/details of LCT. LCI and other inflantry boats. Any Dieppe veterans are also welcome to attend the 1992 commemoration. Contact Alain Manoury at the address above.

the address above.

First World War: Mr D. Bilton, 85 Grange
Avenue, Earley, Reading, Berkshire RG6
1DL (tel. 0734 262970) is researching cloth
flashes/patches worn by many British soldiers during the period 1914-20 to identify
the unit they belonged to. Any veteran of
the Royal Naval Division, or their families,
who could not make the plases con-

## FIFTY YEARS O

century ago this month.

A RELATIVELY quiet month, except for the never-ending battle against the submarines. Just over 400,000 tons of merchant shipping were sunk for the loss of six German and Italian U-boats.

The evacuation of Crete ended on the 1st. The Royal Navy lost three cruisers and six destroyers, and had two battleships, one aircraft carrier, six cruisers and seven destroyers damaged. The Army invaded Vichy-French Syria in order to forestall German infiltration, with the RN support ing off the coast. Thanks to Ultra information, nine of the Bismarck's and other raiders' supply ships were sunk, scuttled or captured,

Principal events included:

2: HM ships Periwinkle and Wanderer sank U147 in NW Approaches.
8: Allied Forces advanced into Syria.
10: HM patrol vessel Pintail sunk by mine off the Humber.
11: Capture of Assab, Red Sea, Ships involved: HMS Dido and three ships of the RIN.
16: Swordfish (815 Sqdn) torpedoed and sank Vichy French destroyer off Syria.
18: HM ships Faulkhor, Fearless, Foresight, Forester and Foxhound sank U138 off Cadiz.

HM sloop Auckland sunk by aircraft

ik, scutfled or captured.
25: German weathership captured off Iceland with invaluable cryptographic material. HM submarine Parthian sank French submarine off Syria.
27: HMS Wishart sank Italian submarine in Atlantic. HM corvettes Celandine, Gladiolus and Nasturtium sank R556 in North Atlantic. HM submarine Triumph sank Italian submarine off Egypt.
28: HMAS Perth and HMS Carlise with the destroyers bencharded the Syrian.

five destroyers bombarded the Syrian

past. 29: HMAS Waterhen bombed and sunk iff Sollum. HM ships Arabis, Malcolm, off Sollum, HM ships Arabis, Malcolm, Speedwell and Violet sank U561 in the

Taken from the Royal Navy Day by Day

## COMBAT STRESS

Application should be sent to Michael Boyce Esq, Clerk to the Lieutenancy,

**PUBLIC NOTICE** 

A Thanksgiving Service will be held in Llandaff Cathedral, Cardiff at 10.00 a.m. on Saturday 15th June 1991 to mark the safe return of those

Welshmen and women who served in the Armed Forces and the Merchant Navy in the Gulf War and to commemorate those who died.

In view of the anticipated heavy demand from service personnel, their

families and the general public, admission will be by ticket only. Those wishing to attend are requested to write as soon as possible setting out the full names of themselves and those accompanying them

outh Glamorgan, County Hall, Atlantic Wharf, Cardiff Bay.

with a stamped, addressed envelope for reply.

## When his ship was torpedoed... so was his future peace of mind

Leading Seaman R.....t H.....n served right through the war. He was torpedoed in the Atlantic and suffered from exposure. He served in Landing craft, and his home received a direct hit from a bomb while he was there on leave. In 1945 his mind could take no more, and

he spent the next 25 years in and out of mental hospitals. He now lives with us. Sailors, Soldiers and Airmen still risk

mental breakdown in serving their country. However brave they may be, the strains are sometimes unbearable.

We care for these gallant men and women, at home and in hospital. We run our own Convalescent Homes, and a Veterans' Home for the ageing warriors who are no longer able to look after themselves. We also assist people like R. .n at

Pensions Tribunals, ensuring that they receive all that is their due. These men and women have sacrificed their minds in service. To help them, we must have funds. Please send a donation and perhaps, remember us with a legacy. The debt is owed by all of us.

"They've given more than they couldplease give as much as you can.'



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Postcode

COMBAT

STRESS

## Tirpitz mission recalled



Sub.-Lieut. Robert Aitken RNVR, standing left, with the crew of X-7 just prior to the Tirpitz attack and, inset, 38 years later during his visit to the Imperial War Museum.

ONE of the Royal Navy's most daring wartime missions was recalled by a former submariner during a visit to the Imperial War Museum at Duxford.

Robert Aitken, of Earls Colne in Essex, was one of the four man crew who, in September 1943, attacked the German battleship Tirpitz in X-7, a midget submarine.

At Duxford he saw the remains of the craft, part of the museum's X-Craft exhibition. The midget submarine had been badly damaged in the raid on the battleship moored in a No wegian fjord. Two X-craft had reached the Tirpitz and dropped their explosive charges beneath it. The battleship was so disabled that she never took to the open sea again. X-7 sank to the bottom

of the fjord, and Mr Aitken managed to escape two-and-a-half hours later, just as his oxygen supply ran out. He was taken prisoner and spent the rest of the war in a POW camp.

For his part in the raid he was awarded the Distinguished Service Order. The Commander of X-7 Lieut. (now Rear Admiral) Godfrey Place, was awarded the Victoria Cross.



### H $\mathbf{M}$ ${f T}$ $\mathbf{M}$ $\mathbf{I}$

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If you merely wish to be kept up-to-date with general on-going developments until you are ready to leave the Service, simply write enclosing relevant details to: Graeme Chester, Project Al-Yamamah,

MSL Advertising, Sovereign House, 12-18 Queen Street, Manchester M2 5HS.

We'll be in touch from time to time, in the strictest confidence of course.

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## TRUST LOOKS TO THE FUTURE



WITH the opening of Castaway House, their new Portsmouth headquarters, the Royal Naval Benevolent Trust is well equipped to face the fast-changing world of providing relief of need and distress in the Naval and ex-Naval

The name "Castaway House" commemorates the origins of the site, as the Naval Employment Agency, which purchased it in 1907 was managed by members of the Castaway Club, a small group of Naval Officers, — "for the purpose of training men of the RN and RM to fit them for employment on leaving the Service", who handed it over to the RNBT in 1922.

In former years the RNBT had local offices in Malta, De-vonport, Chatham and Rosyth, as well as at Portsmouth, and the plans to move the Trust's Head Office, currently at Chatham, to the new building are designed to rationalise the Trust's activities to match the changing shape of today's Navy, bringing together the ad-ministrative and grants depart-

The RNBT will still conareas, assisting Navy and ex-Navy personnel alike, with Committees at Devonport, Rosyth and Chatham to ensure that their local needs are attended to. All the members of these committees are unpaid volunteers, who will visit applicants in their homes to help to give advice, and prepare re-ports to help the Trust reach decisions on grants or allowances.

The Grants Committee meets in Portsmouth, usually twice a week, deliberating on between 100 and 150 cases each week, with a total of £1,123,137 in grants and regular payments made last year.

The Trust, now housed in a building of which it can be just-ly proud, is all set to continue with its valuable and much-appreciated work.

# RINB

made grants and Annuity payments of

£1,123,137

during the Financial year 1990/91

Will YOU give

**YOUR support?** 

Grants Committee: 311 Twyford Avenue, Portsmouth, Hants PO2 8PE General inquiries: Head Office, 1 High Street, Brompton, Gillingham ME7 5QZ

## Beth and Albert mobile again

Elizabeth Lynch, from Coatbridge, and Albert Moore, from Brentwood, are two more people who are now able to get around on their own again after grants from the RNBT.

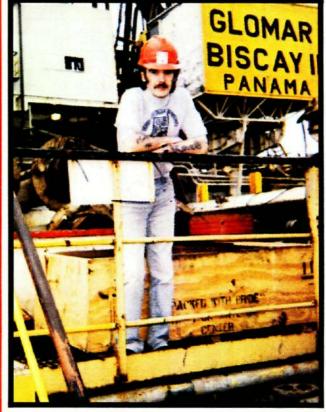
Elizabeth, widow of the late Edward Lynch, a stoker mech-hanic in the Navy from 1947-54, is paralysed from the waist down and had great difficulty in manipulating her hand-pro-pelled chair. With the aid of a grant from RNBT and further help from SSAFA and other charities she now has a powered chair to give her valued independence and mobil-

Albert, now aged 71, served as an able seaman all during the Second World War and afterwards worked for the North Thames Gas Board — work he

had to give up in 1975 after he suffered a stroke.

Confined to a wheelchair after amputation of both legs, he has been totally dependant on his wife, but the burden of pushing his manual chair has now become too much for her. Albert now, though, is on the move again with his new powered chair, funded jointly by RNBT and his local Lions Club.

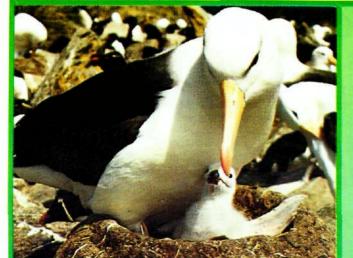
## Just the job for Alex-



**EX-LEADING Steward** Alex Lothian served in the RN for 11 years, but on leaving in 1979 he found great difficulty in gaining permanent employment in his native Scotland.

Looking for work on the offshore oil-rigs, he realised that he would only get a worthwhile job if he obtained the Combined Basic Offshore Survival Firefighting and First Aid qualifications, so he contacted RNBT to see if they could assist with the funding of such training.

The Grants Committee were very pleased to grant Alex £346 to enable him to take the course at the RGIT Survival Centre in Aberdeen, and in January, now qualfiled, he started work on one of the rigs.



## THE PHOTOGENIC FALKLANDS

THE FALKLANDS are probably not on most people's list of fun places to go for rest and recreation, but it's not always cold and snow-swept — the islands are actually drier and sunnier than England's South coast, and the crystal clear atmosphere soon brings out your suntan when you're

Facilities for the Navy and Marines personnel serving there are excellent, and sport-ing attractions include horseriding, clay-pigeon shooting and superb fishing for sea trout and mullet.

But it's the naturalist aspects of the islands which eventually interest and intrigue most, and the urge to go out and take photographs becomes almost overwhelming.

The tremendous variety of wildlife that abounds includes

not only the well-known pen-guins — there are five distinct varieties of these — and 65 species of other native birds, but also sealions, elephant seals, fur seals, dolphin and killer whales.

**Expensive fancy long-focus** lenses are not a necessity, for all the wild-life is remarkably unafraid of the inquisitive photographer; nesting birds don't stir a feather when the camera is pointed at them, and elephant seals rear up to pose for their picture. The penguins are instinctively curious, as well as photo-genic, and they generally ea-gerly waddle up for their portraiture sessions.

Travelling around the most scenic areas of the Falklands is not too difficult either — no need to yomp when the RAF's 78 Sqn ("Chinook Airways") runs R-and-R trips, and travel warrants can be used to fly with the small Islander aircraft of the Falklands Government Air Service.



## South Atlantic scene

## Life of variety

HMS CUMBERLAND'S six-month deployment as Falkland Islands Guardship has seen her crew operating in a variety of weather conditions, and carrying out a varied programme, afloat and ashore.

Bleak weather earlier on in the deployment, with bitter southerly winds blowing freez-ing rain horizontally across the decks, didn't prevent regular patrols and exercises with RAF Phantom aircraft, nor discourage volunteers for sea service from Army and RAF personnel based in the Falklands.

Members of Cumberland's ship's company in turn had a taste of life on the islands with the now well-established Crosspol arrangements with the other Services.

Time ashore for just about everyone, in the form of "leg-stretches" — day hikes and walkabouts — was also popular whenever the ship anchored off one of the outer islands, taking the local scenery and wildlife.

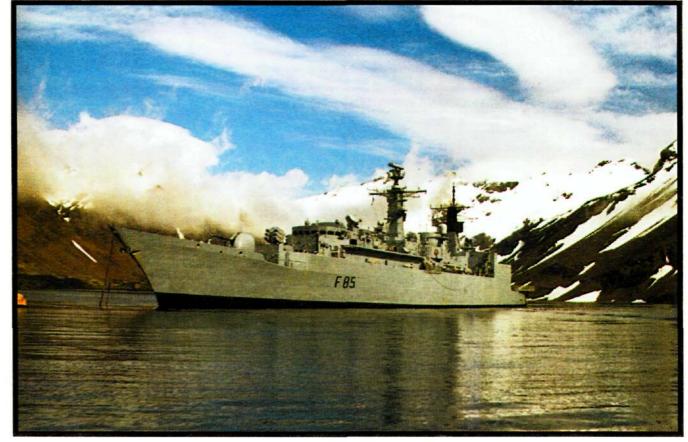
Clear skies and sunshine were in evidence when HMS Cumberland anchored in Cumberland Bay, South Georgia (see picture, right) and inter-service co-operation developed

into inter-Service rivalry when the Army's Resident Infantry Company in South Georgia or-ganised a "Survival of the Fitcompetition during the ship's visit.

This contest involved cross country running, rowing rigid raider boats across Grytviken Bay, scaling the near-vertical wall of a dam, swimming across a 50 metre snow-fed mountain lake and absailing down huge

Three teams were entered by Cumberland, and they finished 3rd, 4th and 7th.

Charities have benefited considerably from the fact that there is little opportunity for spending money down South. The Greenies Mess in particular have done well in fund-raisfar have done wen in fund-raising, with a total in excess of £2000, £500 of which was collected during the shaving-off of the Buffer (CPOSEA Ken Fryer) who sacrificed his ten-year-old beard, all in a good cause.



## Task Unit trio

THE THREE ships that now make up Task Unit 317.1.1, maintaining the naval presence in the Falk-lands, are HMS Arrow, HMS Leeds Castle and RFA Grey Rover, and they have been busily engaged with rounds of exercises, patrols and visits around the large area of the South Atlantic in which lie the Falklands and her Dependencies.

The South Georgia ports of Grytviken, Stromness and Leith are among the ports of call, where ships' companies sampled the opportunity to step back in time to explore the whaling stations, abandoned back in the 1950s and 60s but still excellently preserved and almost undisturbed, and, of course, to view the only current residents, seals, penguins and, surprisingly perhaps, reindeer, descendants of herds introduced early on this century.

on static February and was soon host to the Duke of Edinburgh accompanied by the Commander British Forces Falkland Islands, Major General Malcolm Hunt RM. Other VIP visitors to the Task Unit have included the Governor of the Falklands, Mr. W. Fullerton, and Rear Admiral John Brigstocke, FOF2.

Leeds Castle is now in her third year away from UK (although ship's companies change every six months or so) and she is therefore a familiar sight to all the inhabitants of

the area. One of these, an albatross, obliged with an amazing flying demonstration whilst following the ship on passage to South

Georgia, when, by using the warm air currents she flew for eight hours without once flap-ping her wings. An account of this stunning performance, corroborated by many on board, has been forwarded for inclusion in the Guinness Book of Records, to replace the pre-vious record of 7½ hours achieved by a Chilean-observed

But it has not been all bird-watching for Leeds Castle — she herself was the object of scrutiny when visited by an operational assessment team from Rosyth, to be put through her paces in navigation and sea-manship, and from which she emerged with very satisfactory

albatross.

In the British Forces Falkland Island Falling Plate shooting competition, Leeds Castle men also made their mark. Taking on all Army opposition

they stormed their way right to the finals of the contest, only to narrowly lose out to 460 Troop

RFA Grey Rover, normally the unsung ship of the South Atlantic, faithfully accompanying the warships on their duties and attending to their needs, had her day of fame in the Falklands when she celebrated her 21st birthday with an Open Day. One of the attractions was her 18ft x 12ft swimming pool, but with temperatures on the day of 40°F, only the hardy vi-sitor sampled its delights!

"Work hard — play hard" may be a rather well-worn cli-che, but it nevertheless aptly reflects the activities of all the RN, RM, and RFA personnel serving in the South Atlantic station. 8000 miles away from home they may be, bored they



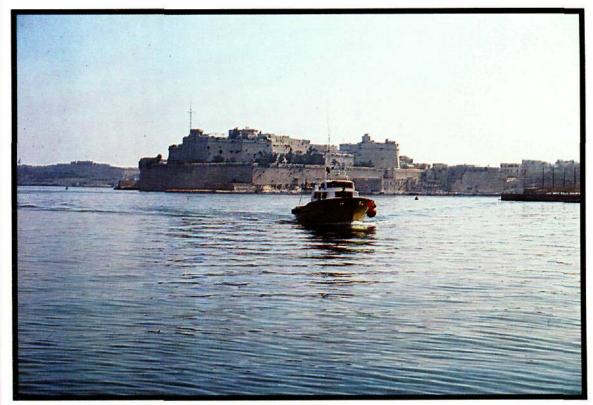
 Top of the page — Close-up of the birds; a blackbrowed albatross with her chick, and PO(R) Budgie Burgess, a member of HQ British Forces staff, lining up his shot

Above — HMS Cumberland at anchor in Cumberland Bay, South Georgia.

■ Left — the Duke of Edinburgh on the bridge of HMS Arrow, with, left to right, Lieut. Andy Reed, Cdr. Steve Jermy (Commanding Officer), Lieut. Rob Kimberly, Sub-Lieut. Richard Moss, Lieut. Tim Cryer and AB Mel

Below — HMS Arrow and RFA Grey Rover off Grytviken, South Georgia.





The expedition's survey launch, Pippa II, off the fort of St. Angelo, Malta.

## SEABED REVEALS MALTA'S WRECKS

DOMINATING Mediterranean sea routes between east and west, Malta has, over the centuries, been the scene of many a crucial battle.

Surveys of the island's waters have revealed evidence of these battles and since 1989 a team from the Navy's Hydrographic Service has been at the centre of an expedition to find and examine the remains of these ancient wrecks.

One of the most important battles fought off Malta was the

great siege of the Knights of St John by Suleiman the Magnificent which saw 38,000 Turks pitted against a much smaller force of 600 Knights and 9,000 troops.

As the Turks began their attack in Grand Harbour the Knights opened up a five-gun battery below the fort of St Angelo and nine Turkish boats were hit, sending 800 elite

Janissary warriors to their death in Valetta harbour.

The survey personnel, led by Lieut.-Cdr. Bob Stewart, with
CPO Vic Briffa (local guide and local expert), have been part of a team of archaeologists and divers which returns each year to continue the search for the wrecks of the Turkish boats.

Locating the sites requires the latest hydrographic technology and expertise, and equipment for the survey has been loaned from both Service and commercial sources.

The team have used Precise Navigation equipment, supplied by Del Norte, Sub Bottom Profilers, to look beneath the silt, from Ferranti, and Side Scan sonars from Dowty Marine. Outside the harbour Magnetometers, from Littlemore Scientific, have also provided information to help classify what else lies within the soft silt.

Several pieces of ordnance and aircraft remain from Malta's other great seige, which took place during the Second World War, and a shortlist of sites has now been drawn up for further investigation.

The survey so far has shown the bottom of Grand Harbour to be a veritable maritime dustbin, covered with thousands of years of debris, as befits one of the Mediterranean's most

Archaeologists have now targetted the most promising areas for full excavation and the Navy's hydrographic team await to see if Malta's lost wrecks will once again see the light of a Mediterranean day.



Beneath the waters of St Paul's Bay a diver from the survey team searches for the remains of Roman wrecks.

## Queen takes salute at Gulf ceremony

**OVER 200 RN personnel** who served in the Gulf will be among those taking part in a "wel-come home" parade through London at which the Queen will

take the salute. The march, which takes place on June 21, will be followed by a reception at London's Guildhall.

Sailors provided by Flag Officer Scotland and Northern Ireland lined the steps of Glasgow Cathedral at last month's Gulf War service of remembrance — a reflection of the strong Scottish ele-ment in the forces that took part in the liberation of Kuwait.

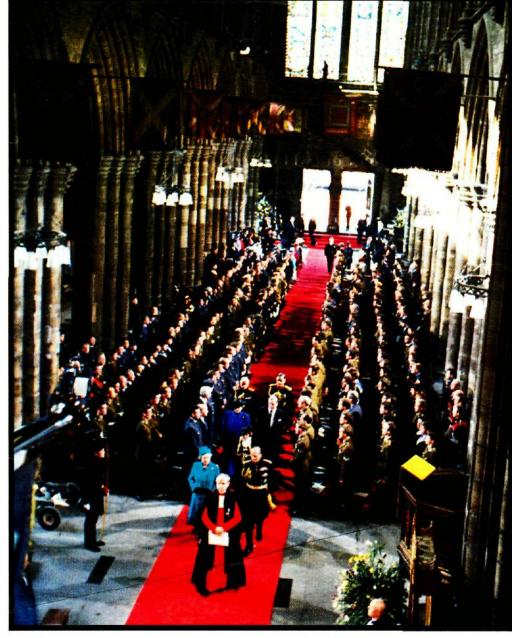
Many of the mine counvessels termeasures which played the lead role in the Allied effort to clear the way for the bombard-ment of Iraqi positions originated from the Rosyth flotillas.

Among the 95 represen-tatives of the Royal Navy, Royal Marines, Royal Fleet Auxiliary, Queen Alexan-dra's Royal Naval Nursing Service, Merchant Navy and other Gulf support groups, were First Sea Lord Admiral Sir Julian Oswald, Vice-Admirals Sir Michael Livesay and Hugo White and Rear Admiral Peter Woodhead.

The Queen and others of the 1,000-strong congregawere met on arrival by five Warrant Officer ushers. Prime Minister John Major attended with most of his Cabinet and representatives of the Allied

nations. Mindful of the relief operation in Kurdistan — in which the Royal Marines have the major responsibility for enforcing Operation Safe Haven — Dr John Safe Haven — Dr John Habgood, Archbishop of York, spoke of the "tide of suffering" that remained, hoping that "doing the right thing" would not fail to stem its progress.

A Thanksgiving Service is to be held in Llandaff



● The scene inside Glasgow Cathedral as the Queen and the Duke of Edinburgh enter for the Gulf War service of remembrance.

Cathedral, Cardiff, on June 15 to mark the safe return of those Welshmen and women who served in the

Gulf and to commemorate those who died.
Portsmouth will also be holding a Thanksgiving

Service on June 21 in the Guildhall Square, followed by a reception in the Guild-



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ARE YOU A WRNS OFFICER? If so, Norman is a Chief Engineer Officer M.N. 38, widower, slim, blonde, own home, would like to correspond and meet you. Navy News Box 1065.

SMART 71-yr-old (ex Navy widow) from Surrey wishes to meet male of similar age for friendship, compan-ionship. Outings and holidays share expenses. Navy News Box No. 1075.

31-YR-OLD INDEPENDENT LADY, single, blonde, green eyes, 5ft 5in, interests sports and travel, wishes to correspond with RN/RM. Replies to Navy News box 1073.

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DEVON BRUNETTE, 26, single, great potential but needs encourage-ment! Therefore wishes to meet/corre-spond with PO/CPO. Must be goodhumoured, genuinely unattached, pref. non-smoker. Navy News Box No. 1071.

ATTRACTIVE widow, dark long hair, brown eyes, seeks pen friend 30-45, single, lonely RN/RM/Forces gentlemen with good sense of humour. Navy News Box No. 1072.

SMART petite Naval widow would like to correspond with retired Naval gentleman. Navy News Box No. 1070. OVER 40? Alone? Don't be! Confidential, nationwide service. Details/ brochure, Mrs. Ashley, PO Box 12, Afreton, Derbyshire DE5 5QT (0773

ATTRACTIVE VOUNG LADY wishes to hear from naval gentleman aged 35-45. Photograph appreciated. All letters answered. Navy News box

27-YEAR-OLD female, who doesn't get out much, would like to meet an ambitious RN serviceman 25-30 for friendship/lasting relationship. Photo if possible. Navy News Box No. 1069.

## Notice Board



## Points

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at June 1, 1991. Intermediates (Int) indicates that personnel can be advanced before they are eligible to receive ment points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were ad-

PO(EW)/RS(W) — Int (15.3.91), 1;
LS(EW)/LRO(W) — Dry, Nil; PO(M) — Int
(8.6.90), 1; LS(M) — Int (28.99), 4; PO(R)
— Int (17.3.89), Nil; LS(R) — Dry, 6; PO(S)
— Int (17.3.89), Nil; LS(R) — Dry, 6; PO(S)
— Int (8.12.89), Nil; LS(D) — 189, Nil; PO(MW)
— Dry, Nil; LS(MW) — Int (15.3.91), 5;
PO(SR) — Int (9.6.89), Nil; LS(SR) — Int
(8.12.89), Nil; PO(SEA) — Int (9.6.89), 1; CY
— 174, 1; LRO(T) — Int (26.989), 1; RS —
Int (6.12.88), 2; LRO(G) — Int (4.12.90), 3;
POPT — 269, Nil; RPO — Int (7.3.89), Nil;
POMEM(L)(GS) — Int (15.3.90), 3;
POMEM(L)(GS) — Int (15.3.90), 3;
POMEM(M)(GS) — Int (22.2.90), 2;
LWEM(O)(GS) — Int (22.2.90), 2;
POWEM(R)(GS) — Int (6.11.90), 16;
LWEM(R)(GS) — Int (6.11.90), 16;
LWEM(R)(GS) — Int (6.11.90), 16;
LWEM(R)(GS) — Int (17.10.89), Nil;
POSA(GS) — Int (22.2.99), 9; POSTO(GS)
— 555, Nil; LSTD(GS) — Int (17.10.89), Nil;
POSA(GS) — 201; LSTO(GS) — Int (27.7.90), 4;
LWTR(GS) — Dry, 7; POMA — 121, 3; LMA
— Dry, 3;
— Int (21.1.91), 0; LS(S)(SM)

Dry, 3.m) — Int (21.1.91), 0; LS(S)(SM) PO(S)(SM) — Int (21.1.91), 0; LS(S)(SM) — Int (17.7.90), Nil; LS(TS)(SM) — Int (17.7.90), Nil; LS(TS)(SM) — Int (13.3.90), Nil; POMEM(L)(SM) — 275, Nil; LMEM(L)(SM) — 10; L13.89), Nil; POWEM(M)(SM) — 700, Nil; LMEM(M)(SM) — 422, Nil; LMEM(M)(SM) — 422, Nil; POWEM(D)(SM) — 146, Nil; LWEM(O)(SM) — 74, 6; POWEM(R)(SM) — Int (8.3.89), 1; PO(UW)(SM) — Dry, Nil; POSA(SM) — Int

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped enve-

to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Susan (31), Gt Yarmouth, Norfolk. Angela (20), Stoke-on-Trent, Staffs. Liza (24), Tooting, London. June (34), Newcastle-upon-Tyne. Miss L. (35), Canvey Island, Essex. Linda (35), Portsmouth. Kerrie (18), Scarborough, Yorks. Miss D. (24), Retford, Notts. Maggie (33), Uttoxeter, Staffs. Jane (23), Liverpool.

Angle (33), Bristol. Georgina (17), Sutton

(23), Liverpool.
Angle (33), Bristol. Georgina (17), Sutton Coldfield, W. Midlands. Sue (29), Bromley, Kent. Shirley (28), Sydenham, London, Julie (21), Bristol. Lesley (32), Prenton, Merseyside. Sandra (32), Sunderland, Tyne & Wear. Joyce (31), Glasgow. Lesley (25), Stevenage, Herts. Sarah (20), Alvaston, Derby.

Rosemary (17), Castleford, Yorks. Jane (20); Gedling, Nottingham. Tanya (19), Plymouth, Devon. Kathy (43), Washington,

(20.2.90), 1; LSA(SM) — Dry, Nil; POWTR(SM) — Int (23.3.89), Nil; LWTR(SM) — Dry, Nii; POK(SM) — Dry, Nii; LCK(SM) — 517, Nii; POSTD(SM) — 85, Nil; LSTD(SM) — 305, Nil; POA(AH) — 507, Nii; LA(AH) — 630, Nil; POA(METOC) — Int (13.7.90), 1; LA(METOC) — Dry, 1; POA(PHOT) — 558, Nil; POACMN — 416, Nil; POACMN — 78, 4; LAEM(M) — 227, 8; POAEM(M) — 78, 4; LAEM(M) — 227, 8; POAEM(M) — 78, 4; LAEM(M) — 27, 8; POAEM(M) — 78, 4; LAEM(M) — 28, 4; POACMN — 116, Nil; POACMN — 1

—95, 2; LAEM(WL)—398, 4; PUAC—DIY,

POWREN(R) — Int (6.11.89), Nit;
LWBEN(R)—Int (6.13.89), 1; POWREN(RS)
— Int (6.12.89), 2; LWREN(RO)—Int
(6.12.89), 2; POWRENPT—217, Nit;
RPOWREN—Int (4.7.89), Nit; POWRENCK
— Int, Nit; LWRENSC — Int, Nit; POWRENSC — 502, Nit; LWRENSTD—92, Nit;
POWRENSA—93, Nit; LWRENSA—Int
(22.2.90), Nit; POWRENWTR—Int (13.6.89),
Nit; LWRENWTR—Dry, 2;
POWRENWTR(G)—Int (15.2.89), Nit;
LWRENWTR(G)—Dry, Nit;
POWRENMETOC—Int, Nit;
LWRENMETOC—Dry, 2; POWRENPHOT—369, Nit.

POWRENMETOC — Int. NIII:
LWRENMETOC — Dry, 2; POWRENPHOT
— 359, NiI.
POWRENAEM(M) — 93, NiI;
LWRENAEM(M) — 100, NiII:
POWRENAEM(R) — Int (7.7.89), NiII:
LWRENAEM(WL) — Int (9.3.89), NiI;
LWRENAEM(WL) — Int (9.3.89), NiI;
LWRENAEM(WL) — Int (9.3.89), NiII:
LWRENAEM(WL) — Int (10.10.89), NiII:
LWRENAEM(WL) — Int (10.10.89), NiII:
LWRENTEL — 193, NII; POWRENWA — Int
(8.3.89), NII; LWRENWA — Int (23.5.89), NII;
POWRENDHYG — 114, 1; POWRENDSA — Int (19.9.90), NiII: LWRENDSA — 79, NII;
PORGN — Dry, 1; LENG() — Dry, 1;
PORGN — Dry, 1; LENG() — Dry, 1;
PORGN — Dry, 1; LMA(Q) — Dry, NII.
The Basic Dates quoted for the WRNS
ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR
1066 Chapter 22:
POWREN QA — Int (4.5.91), 1; POWREN
MT — 588, NII; POWREN TEL — 864, NII.
It should be noted that the May 1991 award of C281 merit points and recommendations are not applied to the rosters until August 1 1991.

Pen Friends

Tyne & Wear. Karen (25), Birmingham. Sharon (27), Sheffield. Catherine (24), New-

Tyne & Wear. Karen (25), Birmingham. Sharon (27), Sheffield. Catherine (24), Newton Abbot, Devon. Maureen (52), Portsmouth. Marie (17), Mitcham, Surrey. Lisa (27), Solihull, W. Midlands.
Joy (32), Ipswich, Suffolk. Amiela (26), Liverpool. Carole (42), Birmingham. Marie (23), Boston, Lincs. Deb (23), Gateshead, Tyne & Wear. Julie (20), Salford, Manchester. Sandie (29), Runcorn, Cheshire. Paula (24), Welwyn, Herts. Nicolette (26), Tadworth, Surrey. Sue (24), Basildon, Essex. Yvonne (45), Newcastle-upon-Tyne. Karen (20), Middlesbrough, Cleveland. Jacqueline (40), Coventry. Jennie (18), Newport, Gwent. Maree (16), Bristol. Karen (24), Hucknall, Notts. Miss B. (24), Southampton. Susan (18), Twickenham. Heather (31), Malvern, Worcs. Jan (28), Malvern, Worcs. Rosalind (38), Surbiton, Surrey. Julie (20), Aberdeen. Amanda (21), Plymouth. Sandra (34), Bedworth, Warks. Rosalind (40), Edinburgh. Karen (18), Luton Beds. Rachel (20), Coventry. Lisa (19), Stockport, Cheshire. Tracy (20), Lampeter, Dyfed. Andrea (26), Newcastle. Mandy (23), Goole, N.

## Appointments

REAR-Admiral A. B. Richardson, at present Flag Officer Sea Training, is to become Flag Officer Flotilla One on September 10 in succession to Rear-Admiral A. P. Woodhead.

Other appointments recently announced

Capt. P. J. Cowling. Senior Naval Officer Middle East. May 23, 1991 (to serve as Commodore).

Cdr. A. J. M. Hogg. Chatham in com-mand. August 24 (promoted captain from June 30).

Cdr. M. Stanhope. London in command. July 26 (promoted captain from June 30).

Lieut.-Cdr. G. D. Palmer. Sentinel in com-nand. August 13. Lieut. C. J. Martin. Nurton in command. October 18.

Lieut. S. B. Howell. Wilton in command. september 3.

Lieut. D. J. Ahern. Mentor in command.

VICE-Admiral Sir Michael Livesay was promoted admiral on May 3 shortly after taking up the appointment of Second Sea Lord, Chief of Naval Personnel and Admiral President RN Col-

He succeeds Admiral Sir Brian Brown who, at a Greenwich ceremony also attended by Lady Brown, was presented with a watercolour painting before leaving the college.

lege Greenwich.

## Promotions to Chief To CPOACMN — R. Eggleston (826 Sqn) To CAEM(M) — J. P. Harte (RNAS Portland TX July 1991), D. Treweek (RNAS Portland).

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in May:

OPERATIONS BRANCH (SEAMAN GROUP) To CPO(OPS)(EW) — M. D. Lee (CAPIC

Gibraltar).

To CPO(MW) — S. J. Hallissey (Brocklesby), S. P. Ruck (Cochrane).

(COMMUNICATIONS GROUP), REGULAT-ING AND PT To CRS — G. Collins (CAPIC Gibraltar), B. C. Houston (Manchester).

SUPPLY AND SECRETARIAT
To CPOCK — G. Davison (Osprey), I. W.

To CPUCK — G. Davison (Osprey), I. W. Young (Sultan).

To CPOSA — G. Potts (Leander Refit Gp), S. D. Parker (Defiance FMB).

To CPOWTR — E. H. Nottingham (Raleigh), P. D. Kendall-Jones (Defiance FMB).

MEDICAL BRANCH To CMT — A. Bradshaw (RNH Gibraltar).

SUBMARINE SERVICE
To CRS(SM) — P. A. B. Church

April: CPOCT(A) — P. A. Wakeham (London).

CHIEF PETTY OFFICER TECHNICIAN HMS Centurion has been notified of the following promotions to chief petty officer technician which were made in March and

WRNS BRANCHES
To CWRENRS — N. A. Louth (SHAPE

CHIEF PETTY OFFICER ARTIFICER
HMS Centurion has been notified of the
following promotions to chief petty officer
artificer which were made by commanding
officers in March and April:
CPOMEA — D. Ainsley (Oefiance FMB),
P. D. J. Fortt (Defiance FMB), G. A. Miles
(Cardiff), D. M. Ritchie (Repulse Port), S. A.
Yates (Coventry).

Yates (Coventry).

ACPOMEA — G. E. Anderton (Defiance SMMU), S. J. Andrews (Campbeltown), M. Q. Lee (Brave), S. T. Miners (Portsmouth FMRO), P. G. Mitchell (CFM Rosyth).

CPOAEA(WL) — D. A. Cook (815 Fit 215), D. A. Gough (800 Sqn), A. A. Ray (829 Fit 212).

212), CPOAEA(M) — A. J. Bell (RNAS Yeovilton), M. Silvester (RNAS Portland), I. Tindall (RNAS Culdrose), CPOAEA(R) — A. Cowan (829 Flt 228), S. R. Suter (DGA(N)ASE), K. Vanreign (815 Flt 228)

CPOAEA(R)—A. Cowan (829 Fit 228), S. R. Suter (DGA(N)ASE), K. Vanreign (815 Fit 229).

CPOWEA — N. J. Adams (Neptune SM10), J. B. Deniel (Opossum), G. Dennis (Glasgow), S. B. Etchells (Dartmouth BRNC), D. A. Griffiths (Ark Royal), A. Heads (Dolphin SM Schl), J. D. Holt (Neptune SM10), M. F. Hunt (Dolphin SMMU), E. Samson (CFM Rosyth), L. D. Sanderson (Dartmouth BRNC), P. R. Sayers (Avenger), L. H. Sollars (Neptune SM10), P. A. Vallender (Collingwood), D. A. Wheelband (Turbulent), D. C. Wray (Arrow), A. M. Wyatt (Argonaut),

ACPOWEA — K. J. Ashby (CFT 345), D. I. Boniface (Turbulent).

ACTING CHARGE CHIEF ARTIFICER
Authority was issued by HMS Centurion
in May for the following ratings to be promoted to acting charge chief artificer.
To ACCMEA — P. M. Hopkin (Osprey),
To ACCMEA — M. Taylor (Sultan), R. G.
Dickson (Cardiff), P. L. B. Sutherland
(Osprey).

(Osprey).

To ACCAEA — S. Bottomley (Daedalus),
A. D. Wood (Heron), M. D. Hewitt (Heron).

### Officer Promotions Warrant

PROMOTION TO WARRANT OFFICER The ratings listed below have accepted promotion to warrant officer following selection at the Spring 1991 Promotion Boards.

at the Spring 1991 Promotion Boards.

Male ratings, except QARNNS, will be promoted to the confirmed rate with a common seniority date of March 31 1992. Those male ratings appointed to a warrant officer billet before March 31 1992 will be granted the acting rate and paid as such from the effective date of the appointment order.

WBNS ratings and QARNNS will be pro-

WRNS ratings and QARNNS will be promoted into the confirmed rate with seniority of the effective date of the appointment

BOARD A — WEAPON ENGINEERING To WO(WEA)(ADC)(SM) — D. F. Barn-den, M. J. Blythe, R. I. Jackson, B. S. Taylor.

Humberside. Diane (42), Bristol. Jennie (21), Sidcup, Kent. Julia (24), Ferndown, Dorset. Lyn (39), Portsmouth. Dianne (33), Lancing, Sussex. Anita (31), Blackburn, Lancs. Christine (37), Gosport, Hants. Corinne (21), Ferndown, Dorset. Beverley (20), Manchester. Louise (33), Leicester. Claire (30), Plymouth. Tracy (27), Hull, Humberside. Julie (34), Potters Bar, Herts. Samantha (15), Portsmouth. Jane (23), Hull, Humberside. Angle (19), Preston, Lancs. Caroline (21), Southwick. W. Sussex. Karen (19), Erith, Kent. Jeanette (24), Worthing, Sussex. Samantha (20), Plymouth. Miss C. (21), Glasgow. Andrea (17), Swansea, Glam. Sandra (17), Gillilingham, Dorset. Kerry (27), Bexley-heath, Kent. Sharon (33), Potters Bar, Herts.

heath, Rent, Snaron (50), 1. Sheila (38), Grimsby. Sara (22), Clackheaton, Yorks. Marie (19), Nottingham. Jane (24), Spalding, Lincs. Sarah (16), Worksop, Notts. Ruth (24), Burton-on-Trent. Capri (20), Shaftesbury, Dorset. Shelley (20), Stockingford, Warks. Gillian (20), Coventry. Constance (27), Newcastle-under-Lyme, Staffs.

Pannu (31). Ongar, Essex. Rosalie (31),

Louis Coverity Consume (27), reveaster under-Lyme, Staffs.

Penny (31), Ongar, Essex. Rosalie (31), Bude, Cornwall. Debbie (26), Plymouth. Colleen (24), Hull, Humberside. Michelle (17), Isle of Sheppey, Kent. Sharon (19), Pwilheli, Gwynedd. Nia (20), Porthmadog, Gwynedd. Zoe (17), Exeter, Devon. Nicky (17), Dundee, Scotland. Sharon (27), Hull, Humberside.

To WO(WEA)(WDO)(SM) — K. R. Biggs,

G. W. Hawkins.

To WO(WEA) - B. D. Coleman, B. DickerTo WO(KEA) - B. D. Coleman, B. DickerTo WO(KEA) - B. D. Coleman, B. DickerTo WO(WEA) - B. D. Coleman, B. D. Coleman, B. DickerTo WO(WEA) - B. D. Coleman, B. D. Coleman, B. DickerTo WO(WEA) - B. D. Coleman, B. D. Coleman, B. DickerTo WO(WEA) - B. D. Coleman, B. D. Coleman, B. DickerTo WO(WEA) - B. D. Coleman, B. D

BOARD B — MARINE ENGINEERING
To WO(MEA)(ML) — C. E. Austin-Roerts, N. P. Barnaby, C. R. Eves, A. Hall, P.
i. Holloway, J. H. Owen.
To WO(MEA)(H) — G. C. Johnson.
To WO(MEA)(EL) — K. V. G. A. Marsh, N.
lattison.

atison.
To WO(MEM)(M) — D. T. McGinley.
To WO(MEA)(ML)(SM) — J. Benn, P. C. cBrearty. To WO(MEA)(EL)(SM) — C. Walker. To WO(MEM)(M)(SM) — D. Harris, J.

To WO(MEM)(L)(SM) — D. P. Stokes.

BOARD C — FLEET AIR ARM
To WO(AEA) — P. L. Jones, B. D. Paton.
To WO(AEM) — G. F. O'Connell, C. J. To WO(AH) — A. K. Bearcroft, R. D.

Bodnarchuk.

To WO(AC) — D. J. Peplow.

To WO(ACMN) — B. J. Johnson.

To WO(METOC) — J. V. Keeling.

BOARD D — OPERATIONS BRANCH TO WO(OPS)(M) — C. J. Davis, B. Homer, Shepherd, P. G. Shepherd. To WO(OPS)(S) — J. N. Hutchinson.

Royer Dick, CB, CBE, DSC Rear-Admiral (retd). Served 1910-55, including first Battle of the Falklands, Jutland and in command of a gunboat in fighting with Bolsheviks in White Sea. Later commanded HM ships Dainty and Basilisk. After extensive Mediterranean service in Second World War commanded HMS Belfast and was COS to Flag Officer Western Europe, and Flag Officer Training Squadron. Aged 93.

A. Wilkinson. Lieut-Cdr (retd). Served from 1937, later qualifying as a Gunnery Officer. Ships included HMS Magpie. Eagle, Blackpool and Newcastle. Aged 69.

E. Coleman, RVM Ex-Charge Chief. Served 23 years, including HM ships Penelope and Naiad and HMY Britannia. Aged 51.

C. Veysi. Ex-Ldg Wireman. Service in-cluded HMS Snapdragon, Second World

W. J. Evans. Ex-CERA. Served 12 years submarines, including HMS Tiptoe. Aged

F. Yates. Ex-AB. Ships included HMS Sportsman and Visigoth. Founder member West of Scotland SOCA. Aged 69.

P. Loader Sub-Lieut. April 15.

To WO(OPS)(R) — J. P. Corrigan, M. L. owrey, C. R. Percy, C. D. Sharp, S. J. WO(OPS)(EW)/WO(RS)(W) - I. C.

IcFarland.

To WO(D) — J. Timms.

To WO(MW) — L. J. Barnett.

To WO(SEA) — J. R. Hopkins.

To WO(MAA) — G. J. Harris.

To WO(CY) — J. G. Ashdown, D. J. Stan-

To WO(CY) - J. ck. D. I. Turner

ick, D. I. Turner.

To WO(RS) — R. C. Rogers, B. Taylor.

To WO(CT) — G. W. J. Champion.

To WO(REG)WRNS — C. A. Pridmore.

To WO(PT)WRNS — S. J. Johnson.

To WO(OPS)(TS)(SM) — M. Hooper.

To WO(COXN)(SM) — N. D. Cox.

BOARD E — SUPPLY AND SECRETARIAT AND MEDICAL
TO WO(CA) — M. P. Hickman, D. W.

osty.

To WO(CK) — K. T. Flanagan, S. M. Ni-nolls, N. R. Thompson.

To WO(STD) — R. J. Page.

To WO(SA) — K. B. Perring, M. J.

To WO(WTR) — P. E. Carter, M. G. Deans, D. C. McGeorge, N. G. Prior, A. D.

To WO(STD)WRNS — L. A. Tapp.
To WO(MA) — R. B. Taylor.
To WO(RGN) — A. E. Byrne.

## Deaths

K. I. M. Owen. Lieut-Cdr. RNR (retd). Served 1927-46, including HM submarines Triad and Tuna and HMS Cyclops. Aged 79.

G. R. May. Lieut-Cdr. RNR (retd). Ships cluded HMS Gozo and Melita. Member prines Association.

J. Dennis. Ex-LTEL. Ships included S Lightfoot. Member Algerines

Association.
R. T. Gover. Service included HMS
Plucky, Second World War, Aged 67.

**ROYAL NAVAL ASSOCIATION** 

The deaths are reported of the following

A. Green, founder member and former chairman Melton Mowbray; founder member No. 9 Area.

M. Drummond, Stockton-on-Tees. Ex-AB, DEMS. Aged 65.

G. O'Brien, Stockton-on-Tees. Ex-AB, DEMS. Aged 69.

A. Ellis, Billington and Whalley.

A. Clegg, Todmorden, Ex-RM. Aged 77.

P. Allsebrook, CBE, DL. Bridport. High Sheriff of Dorset. Aged 73.

L. Boswell, Stoke-on-Trent and District. Aged 70.

P. Robins, Northfield, Ex-CPOCK, Ships included HMS Glasgow. D. Biggs, Northfield. Ex-COA. Ships included HMS King George V.

G. Truswell, Mansfield and District. Ships included HMS Beverley. Aged 72. F. Benham, Wittering and District. Aged

J. Tweddell, Greenford. Ex-AB, ships in-cluding HMS Honeysuckle. Member Flower Class Corvette Assn. Aged 68.

J. Harris, Greenford. Ex-RM. Aged 69.
C. Strudwick, Portsmouth. Served HM ships Hood and Berwick.
L. Frogget, Sidcup.
E. George, life member Portsmouth.
H. Maccabee, Portsmouth.

H. S. (Tony) Markham, Ipswich. Ex-LTO, ships including HMS Gurkha and Nubian. Aged 77. J. Foster, Margate. Ships included HMS Europa (Patrol Service).

A. Watts, Margate. Ships included HMS Ark Royal. Mrs Audrey P. Foster, associate member

eterborough.

Mrs B. Sturgess, Portsmouth.

D. Brown and L. Wilson, Runcorn.

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Pauline (20), Chippenham, Wilts. Tracy (19), Basildon, Essex. Sarah (19), Tonbridge, Kent Kerry (24), Norfolk. Linda (35), Stanley. Co. Durham. Juliette (22), Basildon, Essex. Janet (25), Dartford, Kent. Carol (29), Burton-on-Trent, Staffs. Kate (39), Kings Lynn, Norfolk. Maureen (59), Lee-on-Solent, Hants.
Carol (35), Fort Lauderdale, Florida, USA. Helen (19), Birmingham. Miss P. (24), Emsworth, Hants. Rachel (18), Somercotes, Derby, Tina (22), Ongar, Essex. Trish (32), Dagenham, Essex. Pauline (47), London. Tina (31), Maidenhead, Berks. Nicky (17), Buckley, Clwyd. Linda (33), Canterbury, Kent.

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Paulene (17), Abbeywood, London. Su (31), Chipping Norton. Oxon. Angela (28), Leicester. Margaret (33), Newcastle-upon-tyne. Alison (23), Rhyl, Clwyd. Petina (29), Telford, Shropshire. Vicky (18), Castleford, Yorks. Jayne (24), Aspley, Nottingham. Karen (19), Castleford, Yorks. Giselle (26), Worthing, Sussex.

Janine (22), Fazakerley, Liverpool. Lynne (40), Castleford, Yorks. Mandy (27), Barnstaple, Devon. Diane (44), Birmingham. Gillen (35), Gosport, Hants. Linda (31), St Austell, Cornwall. Karen (18), Stockport, Cheshire. Andrea (21), Manchester. Sally (18), Drottwich, Worcs. Barbara (34), Norwich.

Norwich.
Tammy (16), Swansea, Glam. Karen (28),
Wednesfield, Wolverhampton. Caroline
(24), Rhyl, Clwyd. Debbie (21), East Looe,
Cornwall. Sue (35), Leicester. Catherine
(16), Swansea, Glam. Ann (55), Rugby. Michelle (21), Worthing, Sussex. Anita (25),
Chelmsley Wood, Birmingham. Gloria (35),
Ryton, Tyne & Wear.

Ryton, Tyne & Wear.

Kath (35), Hartlepool, Cleveland. Sue (27), Bushey, Herts. Julia (23), Portsmouth. Debbs (31), Plymouth. Angela (34), Plymouth. Tacey (26), Worthing, Sussex. Gina (29), Weston-super-Mare. Gaye (18), Birmingham. Deirdre (35), Norwich. Mary (18), Andover, Hants.

## Swop Drafts

LSA Bruffell, 2D Mess, HMS Ambuscade

Will swop for any Portsmouth-based ship, deploying or not. WEMRIN Ayre, HMS Inskip. Will swop for any Type 21 frigate, preferably deploying. SA Theakston, Naval Stores Office, HMS

Invincible. Will swop for any Portsmouth-based ship not deploying. POWEA(WD) Cornwell, ARE Portsdown,

POWEA(WD) Comwell, ARE Portsdown, ext. 2047. Will swop for any Plymouth-based ship deploying or not.

AB(R) Claytor, 3M Mess, HMS Hermione. Will swop for any Portsmouth-based ship not deploying, or deploying in spring 1992.

LRO(G) Russell, 3E Mess, HMS Bristol, drafted FONA COMMS, Yeovilton in Aug. Will swop for any Portsmouth shore base.

LRO(T) Kruger, T Section HMS Mercury, drafted HMS Birmingham end of July. Will swop for any Plymouth-based ship, deploying or not.

POWEA(CEW) Lloyd, WOs' and SRs'

POWEA(CEW) Lloyd, WOs' and SRs' Mess, HMS Intrepid, drafted HMS Sirius Feb. 92. Will swop for any Portsmouth-

based ship.

LS(EW) O'Shaughnessy, 3R Mess, HMS
Edinburgh until Nov. VAA1/2, CAAIS, CACS,
ADAWS trained. Will swop for any Portsmouth-based ship, preferably not deploying.
Devonport-based ships also considered.

RO1(G) Cooper, Commoen Pitreavie, ext. 273/443, drafted HMS Roebuck Aug. 20. Will swop for any small ship, Rosyth-based, not deploying.

POWEA(Wb) Barker, HMS Collingwood, kt. 657, drafted HMS Ambuscade Jan 92. fill swop for any Portsmouth/Portland AB(EW) Green, 3HZ Mess, HMS Campbeltown, UAAR-UAAI/670 trained. Will swop for any Scottish ship/shore base.

AB(S) OBrien, HMS Jersey, Will consider any shore base or ship in refit.

WTR Schofield, 2D Mess, HMS Ambuscade, DED Aug. Will swop for any Portsmouth-based ship.

LSA Burch, Stores Office, HMS Ark Roy-

al, deploying Sept. Will swop for any Ports mouth shore base or ship in refit.

RO1(T) Freeman, HMS Mercury, drafted HMS Scylla Aug. 13. Will swop for any shore base or ship not deploying LRO(G) Stevenson, 3E Mess, HMS Egin urgh, ICS22A trained. Will swop for any Ros ourgn, ICS22A trained. Will swop for any Rosyth-based ship or Type 42, preferably ICS2.

ACPOWEA(WD)Hambrier, CPOs' Mess,
HMS Broadsword, drafted F.E.S., Whale Is-land in Oct. Will consider any Devonport shore base or ship refitting.

CCWEA(AD) Lovick, HMS Brazen. Will CCWEA(AD) LOVICK, HMS Brazen, Will swop for any Portsmouth-based Type 42. CK Thomas, 3 Lima Mess, HMS Sirius. Will swop for any ship or shore base, preferably Devonport. LS(MW) Halpin, HMS Warrior. Will swop for any Scottish shore billet. WEM(R)1 Waish, HMS Argonaut, drafted to HMS Neptune in July. Will consider any Devonport swop.

Devonport swop.

AB(M) Turton, HMS Iveston. Will swop for any Portsmouth-based ship (no small ships) or shore base. Must be 40/60

trained.
LWEM(O) McKechnie, Bryson Hall 9C,
LMEM(O) McKechnie, Bryson Hall 9C,
LMS Collingwood, drafted to HMS Southampton, Will swop for any Type 22 or other
Plymouth-based ship, deploying or not.
LWEM(O) Caleman, Bryson Hall 9C,
HMS Collingwood, drafted to HMS Southampton, Will swop for any Devonport-based
ship, preferably Type 22, but any swop
considered.

considered.

LWEM(O) Stevens, Bryson Hall 9C, HMS
Collingwood, drafted HMS Southampton.
will swop for any Devonport-based ship,
preferably Type 22, not deploying.

## Lynx drops in at BAe

ON their return from the Gulf HMS Cardiff's Lynx flight visited

British Aerospace Dynamics, in Stevenage.

Accompanied by the Cardiff's commanding officer, Cdr.

Adrian Nance, and members of the ship's company, they arrived in the Lynx, flown by Lieut. Guy Hayward who helped achieve a successful number of strikes against the Iraqi Navy.

HMS Cardiff's Lynx took part in several attacks on the Iraqis during which British Aerospace Dynamics' Sea Skua missiles proved to be effective.

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## Royal Naval Association



Motion

to raise

annual

subs

AFTER much debate, members of the national council will propose a

motion at conference for a 40p increase in the rate

of annual subscription to

act as a buffer for the de-

cline in the number of

shipmates. In considering the 1990

accounts the council was

pleased that an anticipated deficit of £11,000 turned into a surplus of £7,611, much of this due to the high rate of interest received from investments

In presenting the budget for 1991, the honorary trea-

surer told the council it was

anticipated that a slight sur-plus would be made but not

enough to prevent a slide back to the days when the

association went from one financial crisis to the next.

a sufficient increase in

membership to give a boost to subscription income, the

council concluded that a motion for a 40p increase

should be made.

As there is likely not to be

from investments.

## Shipmates on parade

Garrison church of All Saints, Aldershot, put the Navy firm-

ly on the map in Army territory.

The turnout was also impressive — 45 branch, plus 20 ex-service association, standards were on display and over 250 shipmates proudly marched in the parade, led by the band of TS Swiftsure.

The service was conducted by the Reverend A. R. N. Appleby and the salute was taken by Rear-Admiral M. H. Griffin, president No 2 Area.

The ladies of Enfield made a big impression when they attended the 50th anniversary reunion to mark the loss of HMS York, in 1941. What caught the eye was their smart rig designed by the ladies them-selves. The anniversary dinner service of remembrance will long be remembered by all who attended and the branch send thanks to shipmates of York for the welcome extend-

After 10 years of dedicated service to the Sea Cadets of TS Invicta, Cdr. Geoff Reddecliffe RNR, hung up his sword for a fishing rod. At the ceremony marking his farewell, a new pair of cymbals was presented to the unit by Folkestone branch. Members also attended the 13th annual dinner dance of the Green Beret and Royal Marines Commando Association which was a huge success. Also present were members of Ramsgate and Deal and Walmer branches. The guest of honour was Vice-Admiral Sir John Cadell, accompanied by Lady Cadell.

Members of Dartmouth are justly proud of their standard bearer, Shipmate Graham Evans, who swept the board, winning No 4 Area standard bearers competition and the open competition at their get-together at Barton Hall.

When fire destroyed a pre-school playgroup hall in Gosport it was, for group leaders and 50 "under-fives" a disaster. To help replace equipment Gosport branch quickly donated £1,000 but a lot more is needed if the children are not to suffer until new premises are found. If you can help please contact Mrs Jennifer Hardman, tel. 0329-288476.

Shipmate Peter Embleton, member of Dewsbury, Batley and Birstall and former secretary, has been appointed chair-

## BRANCH NEWS

man of the North East Area of the Burma Star Association. A former member of the Fleet Air Arm, he served in HMS Khedive during the Second World

A mayday signal from Lin-coln states that their club is tak-ing a lot of water on board and will soon be sinking. And the cause? Members are getting old and, though there are many non-naval members ready to man the pumps, existing rules forbid them. Ideas on how to keep the club afloat would be welcome.

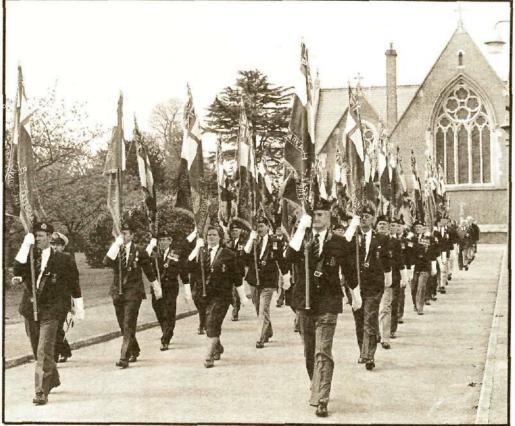
Sadly, Loughborough and District branch have been forced through lack of members to lower the flag and the remaining two members had the sad duty recently of handing the branch standard to the local museum for safe keeping. Their hope is that the branch will be fully re-constituted in the near future.

Sixteen members of Peterborough and District opted for some rifle training at the range at Whittlesey and managed to surprise the organisers, all ex-Royal Marine Commandos, with their high scores.

The ensign fell into German

hands after the ship was lost in

Suda Bay, Crete, in 1941 and given to 12-year-old Gunter Krusekopf who, 50 years later, presented it back to the city at a service in York Minster.



◆ An impressive turn-out in Army territory as shipmates parade their standards following the dedication of the Aldershot branch standard at the Royal Garrison Church of All Saints,

Members of Rame Peninsula celebrated their third birthday with a buffet supper. Helping them celebrate were shipmates of Plymouth, Saltash and Liskeard branches.

For support given to a team from HMS Penelope during a charity walk from Land's End to John O'Groats, Worcester branch received a framed pic-ture of the Penelope and an in-scribed plate. The branch, in

FIFTY years after it was lost, the ensign of the wartime HMS York has now been returned to its

The story of its final home-ward journey began three years

ago when a party of shipmates from Enfield branch visited Germany. There they met Mr. Krusekopf, chairman of his

town's German equivalent of

York ensign

turn, presented these gifts to Worcester Unit of the Sea Cadet Corps to decorate their headquarters.

Dartmouth branch are holding a disco, barbecue and horse-racing evening on Saturday, June 22, at the Helicopter Field, Norton. Tickets are priced £5. Further information can be obtained from Shipmate J. Quirk, tel. 0803 833528.

the RNA in Meimersen.

sary of its loss.

The ensign, which had been in his safe keeping for 47 years, was given to the visiting ship-

mates who agreed to return it to York on the 50th anniver-

Thanks to the hard work of

York branch, in particular organiser Shipmate Geoff Miskel-

ly, ceremonies to mark the re-

turn of the ensign, the 50th

anniversary of the sinking of HMS York and a reunion of 32

'Old Yorkies", went without a

THE Double Seven co-ordinating committee for Areas 1,2 5 and 6 held another successful weekend at Pontins, Hemsby, in April.

Highlights included a fancy dress parade, during which Battersea took most of the prizes, and a Remembrance Service, where

branch standards were paraded.
Plans are already underway for the next weekend which will take place at Pontins, Osmington Bay, Weymouth.
For further details contact Shipmate Bill King on 071 582 0485.

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## OLD SALTS TOT **UP THE YEARS**

namesake city.

ONE hundred and seven mate years old and still enjoying a mem tot of rum each day is Ship-



Jack Strath

mate Jack Strath, left, oldest member of the association, oldest RN pensioner and oldest man in Wales.

Shipmates of Cwmbran were joined by the General Secretary Capt. Jim Rayner, national chairman Shipmate Tom Davles, area chairman Shipmate Lofty Cobbold, HMS Cambria's commanding offi-Snipmate Lotty Cobbold, HMS
Cambria's commanding officer Cdr. John Curteis RNR,
Lieut.-Cdr Walter Pigeon RNR,
RNXS representatives and
local dignitaries to wish the
branch vice-president, Shipmath Strath, all the best on his

Though six years Jack's junior Shipmate Ernie Clack, right, member of Beccles branch, also enjoyed a tot of rum to celebrate his 101st



Ernie Clack

birthday. A sprightly, intelli-gent and witty man he shows every sign of catching up on



The following day, at a service in York Minster, the ensign was handed over for safe keeping by Mr. J. Krusekopf who, with his wife, travelled from Germany for the occarion. sion. He was accompanied at the handing over ceremony by Shipmate Bill Knight, chair-man of Enfield branch and Shipmate Ossie Flowerdew, the branch president.

The ensign will be on display in St Nicholas's Church, in the



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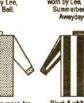
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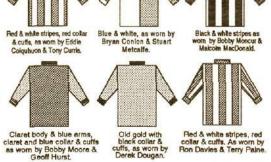
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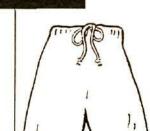
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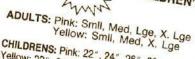
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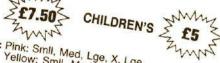


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## Last minute penalties conceded

HMS THUNDERER failed in their bid to add the Naafi Jubilee Cup to the Navy Cup which they won last October. In the competition, RAF St Athan drew 3-3 with the 1/3 Training Regt RE, writes Lieut-Cdr. Jim Danks.

Thunderer then played the Engineers at Camberley and in a most spirited display came from 3-1 down to lead 4-3 be-fore conceding a penalty in the last minute which allowed the Engineers to level the match at 4-4. Bill Paris was the hat-trick hero for Manadon, with Kevin Easterbrook adding the fourth.
Playing at home in the decid-

ing match on a fine day but with a strong wind making ball control difficult, Manadon held RAF St Athan to a 1-0 lead at half time but failed to produce their second-half fight back of the previous week and the Airmen led 3-0 with 15 minutes remaining.

At this stage, the Engineers were looking set to lift the Cup, but for the second week running Manadon conceded a pen-alty in the last minute, St Athan scored and with a 4-0 victory won the Cup on having conced-

ed fewer goals.

The Combined Services
Football Association are very
grateful for the major support given to this competition by Naafi and Grand Metropolitan Brewing. On completion of the match, Capt. Mike O'Reilly, the Royal Navy Director on the Staff of Naafi, presented the cup to Sgt. Steve Butterworth, captain of RAF St Athan.

Right: Taking a shot at goal
— the Royal Naval Engineering College. The action came
in the final match of this
year's Naafi Jubilee Cup. The
shot was unsuccessful and Manadon lost the match 4-0 to RAF St Athan, who went on to win the championship.



## Force 6 to reckon with

IN A closely contested match, the Royal Navy lost narrowly to Cornwall 8½-6½ at West Cornwall Golf Club, writes

Lieut.-Cdr. Roger Knight.
Strengthened by the inclusion of Lieut. Dave Brecken (Avenger) and CPOWEA Steve Lambert (Renown), the Navy put up a good showing in the Foursomes before losing 3-2. Wins came from the new pairings of Lieut.-Cdr Ian Yuill (CTCRM) and LWEM(R) Steve Tinsley (Collingwood) and CPOWEA Don West (Liverpool) and Lambert

erpool) and Lambert.

The Singles got off to a good start despite several Navy players going out of bounds on the 235 yard par 3 1st! With a Force 6 wind blowing from left to right and the out of bounds

extending the full length of the right hand side of the hole, it was quite difficult to hold the

### NN Golf

ball up into the wind and stay

in bounds. In fairness, some of the opposition, also went out.

Navy captain, Surgeon Lieut-Cdr (D) Phil Guest (Sultan) set a good example, gaining a fine last hole victory over the very experienced Cornwall player, Ian Veale. CPO Pat Smith (Culdrose) also had a good win (Culdrose) also had a good win as did the Scottish duo of West and Lambert. Yuill gained a half which meant that the Navy had gained 4½ points out of the first six matches. Regrettably the Navy's tail failed to wag

and Cornwall won the last four matches to clinch victory.

On a brighter note, the play of newcomer MEM(L) Russell Ward (Scylla) augers well for the future. Alas, he's off to sea for six months!

The RN Open and Inter-Command Stroke Play Championships are due to take place at Monifieth Golf Club, Angus, Scotland June 12-14. Any golfers (handicap 12 and below) who wish to take part should contact their command golf rep or RN Golf Secretary Lieut.-Cdr R. Knight (Mercury Ext 370) as soon as possible. Number of entries limited to 51 and if over subscribed, ballot-ting out by handicap will take

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## Promising openi

TWO wins and two defeats for the Under 25s gives manager, Lieut. Peter Piercy cause for optimism in the quest to win outright the Inter Services Crown that was shared for the first time ever last season.

A core of "senior pros" are available this season, among them LMEA Dean Braithwaite (Ark Royal), Sub Lieut. Rob Giles (BRNC — Liverpool University), Sub-Lieut. Alistair Falconer (Seahawk), LWEM(O) Jimmy Stewart (Collingwood), Lieut. Russ Dew, AB(S) Steve Miles (Turbulent) and Mne. Jimmy Moncur (CTCRM).

Trials produced some quality cricketers and a seven run defeat by US (Portsmouth). Bat-ting first US scored 254 for nine with WEA APP Dave Wynne (Collingwood) 3 for 41,

and AEM 1 Darren Harrison (Yeovilton) 3 for 51 the best of the bowlers.

In reply the U25s scored free-ly and with 10 overs left 65 were required. Harrison 42 and Miles 27 kept up the attack be-fore being dismissed by former Navy cricket captain Tony Iz-zard in the 54th over leaving the team just short of the target. The innings had had a good start from Sub-Lieut. Ian At-kins (RNEC) 50, and Sub Lieut. Simon Lucas (BRNC) 22, with Stewart 37, and MEM Stuart Higginbottam (Sultan) 25, maintaining the run rate.

Combined Colleges (BRNC/ RNEC) provided some more bowling talent who reduced the U25 to 163 for nine. Sub-Lieut. Paul Chalmers (BRNC — City University) with 54, Braith-waite 42 and AB(M) Mike Hurford (Cambridge) 27 were the top scorers against some hostile bowling from Sub Lieuts. Paul Morican 2-27, Martin Scott

### Cricket

o seaso

1-27 and Tom Sharpe 1-33. The Colleges batting could not contend with some excellent bowling from the U25 led by MEA Rick Astley (Sultan) 4-17 and Dew 2-25, and were dismissed for 84. Domican provided an entertaining innings

of 25 no.

The relaid square at Mount The relaid square at Mount Wise saw a resounding defeat for US (Plymouth) by 86 runs. Batting first Stewart 63, Harrison 39, Giles 38 and Higginbottam 29 no, established a total of 215 for 7 in the allotted 55 overs. US were on the ropes from the start and never really from the start and never really

recovered from 12 for 3. MEA APP Danny Halsey (Sultan) 4-30 and Miles 2-18 were the pick of the bowlers assisted by

some superb fielding.

Devon U25 have never been defeated by the RN U25. The sailors' strong batting line up could not cope with county all-rounder Brian Dawson. After excelling with a chanceless 77 he ripped the heart out of the

U25 middle order and finished the match with 5 for 24.

Chasing a very gettable total of 226 at tea, the U25 were well set at 82 for three after 25 overs, Dawson then summarily ended any chance of victory with three wickets in two overs

— an unfortunate victim being Higginbottam who had kept an end going before being questionably caught behind for a resolute 51. Once again the U25 had given nothing away in

the field but fell way short, ending their innings on 139

There are more players to choose from this summer, but selection of the squad for the Inter Services to be held at Bur-naby Road on 5-7 July will de-pend on form at that time. The senior team will no doubt contain a sprinkling of U25 players and with a RN party of 18 go-ing to Hong Kong in November selection for the tour will be keenly contested.

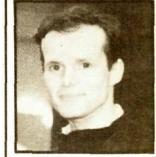
The senior team started their fixtures with a two day match against Incogniti followed by two one day matches against Free Foresters and Oxford Uni-versity. Reports should appear

In June the opposition will include matches against the Middlesex II, British Fire Service and the Quidnunc. On 10 June, the side will make a return to the Garrison Ground in Chatham as part of the Gilin Chatham as part of the Gil-lingham Cricket Week to celebrate the ground reopening. Spectators welcome.

## **PLYMOUTH TABLES** SQUAD

RNEC Manadon hosted the Inter Command and Royal Navy Individual Table Tennis Championships, with six teams competing and a high standard achieved.

Plymouth A, Portsmouth A and last year's winners, A and last year's winners, Fleet, were prominent. Two closely-fought matches saw Fleet defeating Portsmouth A 6—3, and Plymouth A (whose squad had great strength in depth) defeating Fleet.



LAEA Steve Jackson

Final placings: 1, Plymouth A; 2, Fleet; 3, Ports-mouth A; 4, Naval Air Command; 5, Plymouth B; 6, All

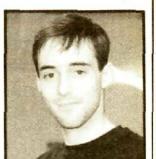
The individual championship followed and the singles event saw all top seeds reach the semi-finseeds reach the semi-finals. In the first of these LAEA Steve Jackson defeated POWEM(R) Steve Reilly after being 13-20 down in the third leg. Jackson pulled back to take the game 22-20 and earn a worthy place in the final.

The other semi saw a

The other semi saw a convincing win for LMEM Ivan Hazel over Lieut.-Cdr. Trevor Ward (21-11, 21-12). The final again went to a deciding leg, but after a determined effort Jackson emerged the winner (21-16, 16-21, 23-21).

Both finalists faced each other in the final of the doubles competition, with Hazel and his partner, Std. Graham Ritchie, defeating Jackson and Reilly (12-21,

21-17, 21-18). Lieut.-Cdr. Ward beat Lieut. Mike Knowles (21-



Mid. Steve Hawley

14, 21-16) to take the Over 35s Singles title and Mid. Steve Hawley beat WEM(R) Pete Staley (19-21, 21-17, 21-8) for the Under 21 Singles Crown.

Meny thanks to Sub Lieut. Tim Currass and staff at Manadon for hosting the championships. Organ-isers hope next year the WRNS, Scotland and Northern Ireland and the Royal Marines will put up teams. Pictures: LWEM Barry Jones

### GILL'S BACK

SURGEON Lieut.-Cdr.(D) Gill Boswell (Daedalus) celebrated her return to competitive athletics, following a 12-month absence due to injury, by winning the Somerset County A.A.A. Combined Events and the South Western Counties Heptathlon Championships at Yeovil. Her score of 3,887 was be-low her personal best achieved in 1989, when she broke the RN(W) record with a score of 4.233 points.

## HERMIONE TRIUMPHS

SOME 40 vessels were represented in this year's Midi Ships Rugby Cup, but HMS Hermione and HMS Nottingham emerged as the finalists.

Played at Burnaby Road in front of a large crowd, the final saw Nottingham attacking from the start. However, after set-tling down Hermione came back with a scrum in which their forwards drove Nottingham back a good 20 yards.

They were awarded a penalty and from 35 yards out on the wing scored the first points. Nottingham continued to pres-surise and scored an unconverted try with about six minutes of the first half left. Half-time score: Nottingham 4, Hermione 3.

A completely different affair, the second half saw Hermione starting to take charge with some outstanding forward play. It wasn't long before a well-deserved try came along. Starting with a forward drive well inside their own half, the Hermione backs received the ball. It was passed from one side to the other, the try being scored in

The pressure of the Her-

mione pack by this time had taken its toll and it was not long before another try was scored. Nottingham battled well but were just outclassed. Final score: Hermione 29, Nottingham 4.

It had been a game of high-level rugby. Hermione's PO Gibbons was outstanding. With splendid kicking he scored pen-alties from 40 and 50 yards out on the wing.

RUGBY: There are still places available on coaching courses to be held in July. For details contact CPOPT Ian Doig on Portsmouth Naval Base ext. 24392 or 25912.

DEVONPORT Services Rugby Club will be holding its annual general meeting at the Rectory Clubhouse on June 11 at 1800. All members are encouraged to attend.

## We're gonna row, row, row



AS THE first women within the naval rowing fraternity — sorority — to be awarded colours, these four Wrens from RNAS Yeovilton have

LWren Ginnie Ing, Wren Sylvia May, LWren Nina Horne and LWren Jane Harvey hold the Inter-Services Ladies Open Fours title. The

strenuous 1,000m race at Peterborough Rowing Club saw them cross the line a length ahead of the RAF team; the first Royal Navy victory in this event for some years.

Now they're hoping their success will encourage others to follow a sport at which they feel the Senior Service should lead the way.

## \_ast chance forvictory seized

A ROYAI Navy representative squad took part in the British Army of the Rhine International Services Hockey festival at Venlo Hockey Club in Holland, writes WO Luke Short.

The initial match, against BAOR, was the first time most of the side had played together. Good interplay between CSU21 stars AEM Neil Rogers (Daedalus), SA Pusser Hill (Sovereign), Mid Mark Aspden (BRNC), and Mid Rick Clarke (RNEC), created chances in open play with midfield support from WTR Luke Watson (SM2) and LAEM Simon Game (820 NAS), CPOWEA Paul Congerton (Fleet Engineering Staff) and skipper Lieut. Andy Barber (Sheffield), driving, guiding and cajoling from the back. Needless to say, LCpl Alan Thomson (Warrior) in goal ensured a clean sheet with many vital saves.

The match with the German Armed Forces highlighted the

difference in styles between the UK and Continental teams with their excellent stick control and impressive support play. Along with their high level of fitness it meant that most of our second game was again spent in defence with the irrepressi-ble Thomson in goal the man of the match. Against the Belgian Armed Forces we scored our first goal: an individual effort by Rogers in a game that flowed from end to end.
The Royal Netherlands Air Force started at a brisk pace,

were quickly two goals in the lead and maintained their advantage throughout, despite a goal by Rogers.

RAF Germany provided our last chance for a win and after two well struck goals from penalty corners by Barber and chances being created in open play, things were looking good. RAF Germany responded strongly and pulled a goal

back with 5 minutes to go.

Results: Royal Navy v BAOR 0—0, Germany AF 0—9, Belgian AF 1—4, RNLNAF 1—5, RNLN Navy 0—3, and RAF Germany 2—1. Thomson was "Man of the Tournament".

## Marchant gives national champ a good run for his money

PROMOTED by the RAF and held in the area of RAF Cranwell, the Inter Service Hilly 2 Up Time Trial was marred by a malfunction of the timekeeper's watch.

A certain amount of "guesstimate' came into the results of the event, in which riders worked together in teams of two over the 28-mile course. CPO Mike Marchant (Sultan) and Cpl. Nick Harwood (CTCRM) came third in 1hr

The RAF's Flt.-Sgt. Pritchard and Sgt. Smith won in 1hr 3mins. Unofficial timings put the RN team second, above Turner and Sheppard of the RAF, but an approach to the promoter failed to invalidate the championship.

The Navy team was beset with problems of inavailability; Marchant having had three different partners nominated at various stages. The only other Navy pair, CPOs, Pete Foster and Keiran Eagles (both Dae-dalus) were placed 14th of the 19 teams to finish.

The Individual Hilly Time Trial, over 25 miles, also suf-

fered from timing problems, though this time easily recti-fied. Marchant (1:04:55) came a very good second to John

Cycling

Pritchard (1:03:19), who is a national champion. It was the

and fourth vet; and Eagles, 32nd at 1:22:24.

RN and RM Cycling Association, together with the Soldiers' Sailors' and Airmen's Families Association, has set the date for the 1991 Inter-Services Cycle Road Race Championships 22/23 June at Goodwood Aerodrome, Chichester.

The three-stage, two-day event has been held every year since the 1940s and this year it will form part of a weekend Cycle Festival in aid of SSAFA.

Mountain bike trials along the South Downs Way, spon sored family rides, novelty races for tandems, tandem

tricycles, unicycles etc. will be included.

first time for a good many years

that a Service rider has got within two minutes of Pritch-

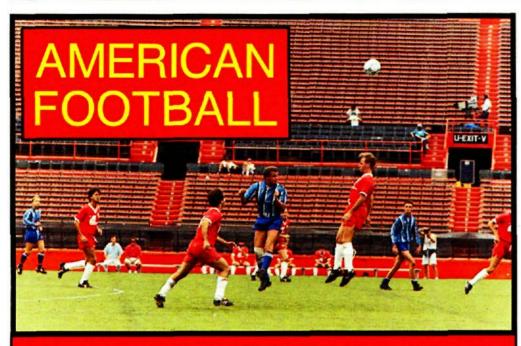
Other good rides were achieved by Harwood, 4th at 1:07:48; Foster, 27 that 1:17:30

ard over that distance.

For details of the Inter Services Road Race contact CPO Ellis 021 631 6096-(daytime). If you would like to know more about the family and novelty races please contact Mr Nick Carter 0705 256209 (evening), 0705 824050 (daytime).



## Sport



WHILE away on WESTLANT deployment HMS Argonaut's cricket and football teams took up the local sporting challenge. On the Island of Grand Turk, the cricket first XI had their chance to take on an authentic West Indian

Putting their tally of 50 all out down to the rassless pitch — Oh, come on! — Argonaut's layers saw Grand Turk climb to 220 with uite a number of wickets in hand. But every-

one enjoyed the occasion.

While the ship was in Miami her footballers were invited to play at the Miami Orange Bowl international stadium. Pictured above is Sub-Lieut. Tony Watt (blue strip) in action against the local side, Coral Gables.

The two sides — Argonaut were narrowly beaten — stayed on to watch the main event of the afternoon, the semi-final of the South America Cup. (See pages 12/13).

## Marathon runners sought

FOLLOWING on from the success of the Royal Navy marathon team in the US Marine Corps Marathon in Washington, two of our runners were selected for the Combined Services team to run in the Rotterdam Marathon on Sunday 21 April.

Unfortunately Sgt Terry Pares was unable to run be-cause of injury and the Gulf War but Cdr. Al Rich ran brilliantly as our sole representa-tive to finish 51st overall and 3rd serviceman home. His time of 2 hrs 28 mins 22 secs was over 3½ minutes faster than his previous best.

Anyone with a marathon potential better than 2 hrs 40 mins who would like to be con-

sidered for a place in the team to run in the USMC marathon in November should contact Cdr. Rich who has taken over as RNAAA Marathon Coordi-nator. His address is NHOM, Northwood, Middlesex (Ext.

This year's Gosport Marathon was sadly cancelled and this means that the RN/RM Championships will now be held in conjunction with the

Combined Services marathon at RAF Swinderby on October 4. The first three runners home will be selected for the CS team. Further details will short-ly be available from Cdr. Rich.

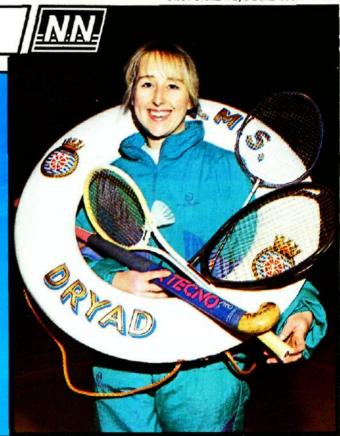
The new road running secre-tary of the RNAC is PO Steve Cox whose address is: Directorate OASIS, St George's Barracks, Mumby Road, Gosport. (Dockyard 44528/9).

## Courting **SUCCESS**

ANYONE for tennis? LWrenWtr Lisele Canty's dedication to the sport has won her the title of Royal Navy Young Sportswoman of the Year. Seems to run in the blood — her mum, Heather, is a keen club player and her sister, Juliet, plays for Arizona

The competition was a double triumph for HMS Dryad, the RN's School of Maritime Operations, Lisele's colleague at the establishment, Wren(R) Wendy Barron was runner up for the title.

Wendy was nominated for her skill and enthusiasm on the squash court, and for her prowess at hockey and athletics.



# **Kayaking with**

EARLY June will see Lieut. Paul Hart set out on a major sea kayaking expedition to the Tlingit Triangle in Alaska.

The 780km unsupported trip in this remote and inhospita-ble region will take the seven expedition members — all Army personnel apart from Paul — into killer whale

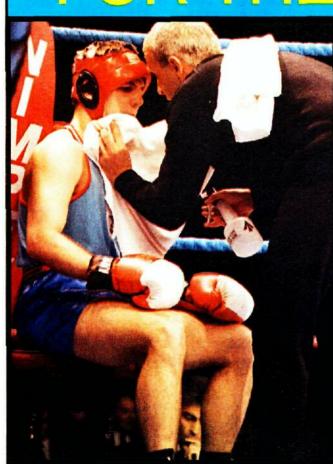
territory.

Their route will be via the "Outside Passage", bringing them into the open seas of the Pacific Ocean, where conditions are hazardous. Each day they will travel 30-40 km. Rest stops will occur either at sea, with the kayakers gathering



together to form a "raft", or in some of the isolated coves that abound in the region. Among the goals of the expedition - which will raise funds for charity — are scientific data gathering and equip-ment assessment.

# VE MARIN



gement for Mne. Trevor French at the ABA finals.

MARINE Mark Edwards (RM Eastney) blasted his way to his second George Wimpey ABA title at the Royal Albert Hall with his victory over fellow England middleweight and NW Counties champion, Eric Noi.

Both are very experienced competitors at international level, but Edwards had Noi

puncher and settled down for a nine minute war of attrition.

**Boxing** 

in all sorts of trouble just 35 seconds into the contest, with a hurtful combination forcing the standing count. Noi had barely recovered

when the Marine mounted his second and most vicious attack of hooks, jabs and uppercuts, leaving Noi sprawling on the canvas and unable to beat the inevitable

This impressive display by Edwards against another seasoned England international opponent restates his claim as one of Great Britain's top amateurs and calls for due recognition in the selection of the squad for the Barcelona Olympics.

Before Edwards' victory it was up to Marine welter-weight Trevor French (42 Cdo) to try and present the Navy with a first-ever brace of ABA titles from one final.

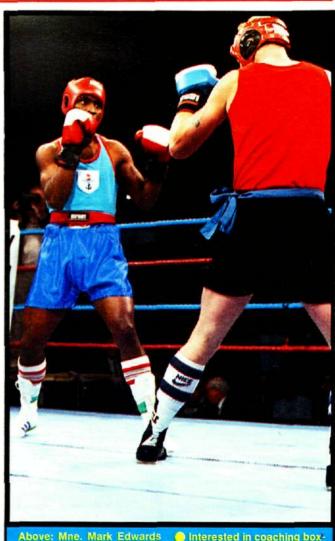
His opponent Joe Calzaghe, the Welsh champion, was never overawed by French's reputation as a

Calzaghe, probably the most skilful boxer at the finals, found the tough Marine's style well-suited to him and he tied French up at his favoured middle range, scoring well in the process. The unanimous points ver-

dict for the Welshman was absolutely correct, but French's unquestioned bravery was praised by Navy coach CPOPT Tony Bevel, who said, "I realised after the first round Trevor would have to try and stop Cal-zaghe. He never stopped trying and considering he came from the ranks of novice boxing only seven months ago, I admire him very much." He continued, "He's a true

sport; he knew he was beaten by a talented man, but he'll bounce back next season and be there again."

This was confirmed by Trevor, who said, "I'm already looking forward to next season."



Above: Mne. Mark Edwards on his way to stopping the Welsh champion, Steven Thomas, in the GB semis at Blackpool.

ing? An ABA Assistant Coaches Course will be run at HMS Nelson from June 24 to 28. For further information contact the RN boxing coach (CPOPT Tony Bevel) on Nelson ext. 24151. This course is open to all.

## Southampton's come-back

HMS Southampton was returning to Portsmouth in late May to prepare to rejoin the Fleet after her major refit and repair package on the Type

on the Tyne.

The Type 42 destroyer was extensively damaged in a Middle East collision in 1988 and returned "piggy back" to Portsmouth on a

heavy lift vessel before being taken on to the Tyne for work which included repairs to hull and superstructure.

Here she is seen after leaving Swan Hunter's Hebburn yard for post-refit trials.

Picture: PO(Phot) Vince Richards

# Decision awaited on naval bases

AS widespread speculation continued over the future of dockyards and naval bases, a Lords debate in mid-May was told that in the case of support to the Royal Navy, early investigations had indicated that there would be, by the mid-1990s, clear excess of capacity in the naval bases.

## HOME AND AWAY

HM ships Scylla and Glasgow sailed in company for Armilla deployment and will form Group Zulu, led by HMS Coventry.

Meanwhile, ships back from the Gulf include minehunters HM ships Dulverton and Ledbury, the first RN vessels to return to Scotland since hostilities broke out earlier in the year. On a specific question about Rosyth, Lord Arran (Defence Under Secretary) said, "Work on Rosyth naval base has formed part of that review and we have considered a variety of approaches, including full and partial closure."

But no decisions had yet been taken about the future of Rosyth.

### Local economy

Speaking more generally, he also said, "No decisions have been taken and there are therefore no plans to close any particular base."

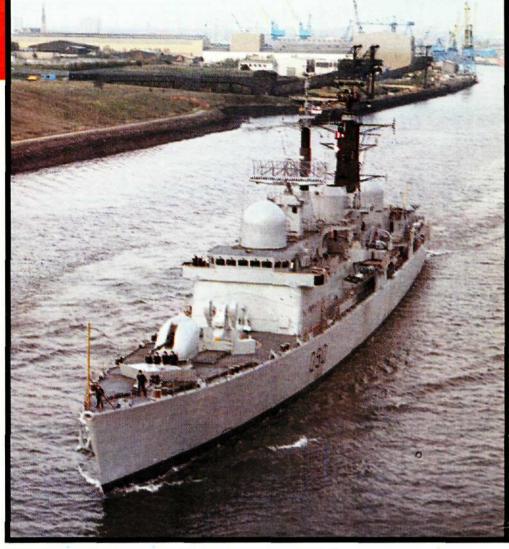
There had been representations from many people about the future of Rosyth, and assessments of the possible impact on the local economy and employment.

### **Naval wives**

"We are also aware of the worry expressed by the wives of naval personnel based at Rosyth about the possibility that their husbands might have to move and their children's education might be disrupted."

Lord Arran went on, "We recognise the general uncertainty that such a review creates," adding, "However we cannot and will not shirk our responsibility for deciding what should be done.

"We are committed to full and open consultation once we have firm proposals to make, but we are not yet in that position."

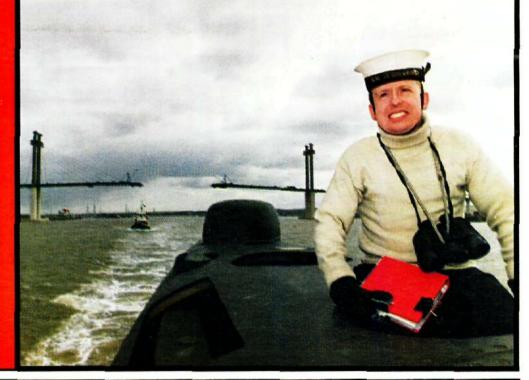


# Upholding confidence in submarines

MOD was satisfied that the Upholder class submarines would meet the Navy's requirements and would prove an extremely effective addition to the Fleet.

The Committee also heard that a technical problem in the first of class involved the torpedo firing procedure so that in peacetime training conditions her torpedoes would not be fired, although in the event of war the capability was there. Moves on modifications to solve the problem are under way, involving contractor bids for the work.

● The Upholder has just made an official visit to London, workmen on the new Thames suspension bridge at Dartford downing tools to wave as she headed upstream on her way to berth at Canary Wharf in Docklands. Pictured on the casing, and with the new bridge in the background, is LRO(S) Barney Navlor.



## DANAE DEPARTS

VETERAN Leander class frigate HMS Danae left Devonport for the last time before being handed over to the Ecua-

The Danae sailed for Crete where, together with HMS Juno, she was representing Britain at a memorial ceremony marking the 50th anniversary of the evacuation of Crete.

After her return from the Mediterranean the Danae leaves for Ecuador in July and she will serve alongside the decommissioned HMS Penelope, now renamed Presidente Eloy Alfaro.



## **Red Plum in the middle!**



● HMS Endurance — the Red Plum — picks her way through the ice.

WITH 23,000 nautical miles on her clock, the ice patrol ship HMS Endurance returned to her home base in Portsmouth last month after a six-month deployment in the South Atlantic.

On this, her 22nd deployment, HMS Endurance carried out two major hydrographic surveys in Antarctic Sound and Bismarck Strait and her two Lynx helicopters flew 2,628 miles of vertical photography to assist in the mapping of coastlines.

During the long passages to and from the Antarctic her ship's company enjoyed visits to Rio de Janeiro, Montevideo, Valparaiso and the Azores.

Picture: LA(Phot) Dizzy de Silva

## JUTLAND DIVING EXPED

VETERANS from the Battle of Jutland gathered in HMS Belfast for the launch of a Services diving expedition to find the wrecks of the battleships HMS Queen Mary and HMS Invin-

Among them were three who were midshipmen at the time of the action, Cdr. Bonham Faunce and Capt. John Shaw, both serving in HMS Hercules, and Capt. de Courcy- Ireland, (HMS Bellerophon), and seamen Stan Smith (HMS Orion), Charlie Blunt (HMS King George V), and Fred Morris (HMS Marlborough).

On the 75th anniversary of the battle the veterans were to be flown out by helicopter to the MV Cable Protector, the base ship for the diving expedition, to view the divers laying wreaths on the wrecks of the ships, through a special video camera system.

camera system.

RN representative CPO-MEA(M) Andy Pinch, of HMS Neptune, was to lay one of the wreaths and raise a White Ensign on one of the wrecks at the end of a commemorative service conducted by both the German and British Navies to honour the 8,500 men who died in the historic battle back

## Crash landing

THE pilot parachuted to safety when a Royal Navy Sea Harrier crashed into woods near Penhow, Gwent, in May. The plane had been taking part in exercises with other aircraft from RN air station Yeovilton.

An accident investigation team from HMS Daedalus went to the crash site.